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V. MABSON,

Acting Manager.

Hongkong, October 14th, 1920. 1629

### SPORT

#### FOOTBALL

##### HONGKONG LEAGUE DIVISION I.

2nd Wilshires	2 H.K. Club
H.K. Police	3 Kowloon
H.M.S. Tamar	2 S.C.A.
R.G.A.	1 H.M.S. Ambrose

##### DIVISION.

United	2 H.K. Club	Res. 0
R.G.A. Res.	2 Club de Rec.	0
Oilers United	2 S.C.A. Res.	0
St. Joseph's	6 22nd Punjab	0
Kowloon Res.	5 Indian Res.	Club 1

##### CLUB v. WILTS.

McPhail went back in place of Lawrence, Moore dropping to left half while McTavish took the inside left forward position, the rest of the team were as advertised.

The Club started, facing the sun, at 4.15 p.m., with only ten men, and went away towards the Wilts' goal, but the ball went to touch. From the throw in, Wilts took the ball down where Day fouled Lucas. From the free kick, Amor went away, but sent in wide. Sandberg received from the goalkick and went through, beating the defence, but he hesitated when only six yards out, and Moore (Wilts) cleared. Menham sent across to Amor who raced away on the left. Gerrard kicking out, Rodgers beat Lancaster in midfield and passed forward to Sandberg, who sent out to Riis, the latter, meeting the ball, sent across the goal mouth when Sandberg missed the ball and lost an easy chance of giving the Club the lead. The Club should have been two goals up in the first ten minutes play. Moore (Wilts) passed to Amor who went away on the left, but Gerrard relieved. Rodgers sent forward to Sandberg, who passed out to Riis, the latter failing to reach the ball which rolled into touch. From the throw in, Wilts sent across, but McPhail cleared and Sandberg went in, Moore (Wilts) mistaking the ball, but Lancaster ran back and cleared. McTavish now came on and completed his side who up to now had had most of the play. Amor went away on the left, but his centre went behind. The Club returned where offside against Riis cleared. The Club came again, and Sandberg sent out to the left where Riis was standing offside, this player not noticing that L. Moore was playing well forward. The Club came again, McTavish sent forward to Riis, who returned sharply to the centre, where Sandberg received and, beating Murrant, sent the ball into the net, past Green, thereby giving the Club the lead after twenty minutes' play. The Wilts, stung by this reverse, went away from the centre kick, but J. Rodger cleared, who failed to receive the pass and the ball went to touch. From the throw in, Ralston sent forward to Day who, favourably placed, missed an easy chance of scoring and Moore (Wilts) cleared. The Club came again, and Moore cleared with a hefty kick, the ball dropping on Menham's head this player being offside. The Club returned and Moore (Wilts) kicked behind. The corner was well taken by Goldenberg, the ball dropping on Sandberg's head and going out to Riis who returned to centre. Murrant clearing.

The Wilts, visited the Club end where McPhail cleared with a huge kick, and Sandberg, receiving went in, but sent in wide when nicely placed.

The Club came again, and McTavish sent forward to Sandberg, who was offside. The Wilts, then went away and Lucas passed forward to Menham, but J. Rodger received and passed forward to Day who was standing offside. The Wilts were now playing the one back game, which kept the Club forwards from getting dangerous. The Club returned, and Sandberg sent across to Goldenberg, who returned to Day, the latter sending in wide. The Club kept up the pressure and kept the Wilts, at home for a few minutes, but offside, through the one back game, spoilt the play, the Club forwards being continually pulled up for offside.

The Wilts attacked and were awarded a free kick for hands near the penalty area. Lancaster took the kick, but J. Rodger cleared and Sandberg receiving got away and beating Murrant, sent straight to Green, who caught and threw out just as Sandberg sent the goalie into the net. The Wilts, then visited the other end and McPhail handled. Farmer kicked well forward, but hands against Swanborough relieved. Wilts, came again and Menham, who was closely watched by Ralston, sent out to Amor who centred and Swanborough trapped the ball, but waited before attempting to shoot and McPhail running, up cleared by kicking behind. Evans placed the corner kick well in, but J. Rodger cleared and passed forward to Sandberg, who sent across to Goldenberg, the latter being offside. The Club came again, but McTavish was given offside. The Wilts, now visited the Club goal and Menham did some pretty work, but he passed too far forward when nearing goal, and Rodgers ran out and cleared.

Amor came again on the left, but his centre went behind. The Wilts, winger, however, would not be denied, but came again and sent in hard to Rodgers, who caught the ball and threw out to Ralston, who sent his forwards away, but offside against Day relieved and the Wilts, returned where Amor sent across, but Evans was offside. The Club came away and Sandberg sent across to Goldenberg, who was offside. The whistle sounded for half time with the Wilts, well in, and the Club leading by one goal to nil.

The Wilts, restarted and went straight for the Club goal where G. Rodger was called upon to clear, the goalie throwing away. The Wilts, returned on the right and McPhail and Rodgers, I. collided, their heads meeting, and while consulting with one another the Wilts' sent across from the right, and J. Rodger kicked behind. From now onwards McPhail went off his game. Evans took the corner kick the ball dodging about the goal mouth until coming to the foot of Swanborough. This player beat Rodgers with a shot into the corner of the net. From the centre kick, Wilts, again got well in, but Menham shot wide. The Wilts, tried hard to get the lead and pressed for a time, but hands against Menham relieved. The Club went away and Moore (Club) sent in wide. The Club returned and Sandberg was given offside. Wilts, away and Lucas passed forward to Amor, whose centre went behind. The Club came away and Goldenberg received and passed to Day, the latter was offside. Riis came again and beating Murrant delayed his final effort, and Moore (Wilts) running across cleared.

The Club returned and Sandberg hesitated in front of goal and was robbed by Moore, who took the ball well down the field and passed forward to Menham, who headed into Rodgers' hands. From the throw out K. Rodger sent McTavish away this player had an excellent chance of giving the Club the lead, but waited for Moore to charge him off the ball and kicking out. As the result of the charge McTavish was stretched out and had to be carried off the field. Wilts, went away and Dauncester passed out to Evans who centred, Ralston clearing and the ball going out to Swanborough this player sent in a hard low shot which brought Rodgers to his knees. The goalie cleared with difficulty, and Menham returned forcing a corner. The kick was well taken and Menham sent in a header that beat Rodgers, but hit the crossbar and rebounded into play, where Ralston cleared and Sandberg tried a solo effort, but was robbed by Moore when well in.

Foul against the Club sent the Wilts, well in, but Ralston, running back, cleared the ball going out to Lucas, who passed forward to Evans, but offside relieved. McTavish returned, Goldenberg receiving went away on the right and centred well in where McTavish signalled his return by missing an open goal. The Club came again which Green picked up and threw shot to Lancaster, who sent Evans away, but McPhail kicked out. From the throw in, Amor sent across to Lancaster, who sent in a first timer which McPhail sent behind. The corner kick was well taken, the ball coming to the head of Swanborough, who headed passed Rodgers giving the Wilts, the lead. With only ten minutes play remaining, the Club tried hard to bring the scores level and followed in midfield play. Sandberg sent Goldenberg away, the latter sending behind. Hands against the Club relieved temporarily, but Riis came again on the left where Farmer kicked out. From the throw in the Club sent behind. J. Rodger received from the goal kick and sent Riis away on the wing, but his centre went behind. Wilts, returned and Rodgers can out to clear, but was beaten and Riis went in just in time to beat Menham, who was well in. The Wilts, centre forward appealed for a penalty as Ralston appeared to punch the ball down before clearing, but the Referee took no notice of the appeal as he was well up with the ball at all times. Wilts, however, came again and Gerrard mis-kicked, the ball going out to Amor, who sent in hard to Rodgers, who made a very weak clearance, the ball going to Ralston, who cleared and sent forward to Riis, who went away on the left, but Murrant tackled and kicked out. Wilts, paid a flying visit to the other end, and Menham sent in straight to Rodgers, who threw out, and Sandberg receiving went away and passed out to Goldenberg, but Murrant crossing over, kicked out. Club came again on the left and Riis seeing McTavish nicely placed gave him the ball, but the latter hesitated before shooting, and Moore (Wilts) cleared. Hands against Moore (Club) sent the Wilts, well in where McPhail cleared, and sent Riis away, the latter passing to McTavish, who sent straight at Green, the latter throwing in to Murrant, who kicked out. The whistle sounded shortly afterwards with the ball in mid-field leaving the Wilts, winners by the odd goal in three.

The game was fast and clean throughout, the hardest knock being between the two Club players McPhail and J. Rodger near the Club goal which seemed to daze both players. The Wilts, deserved their win on the play, although the Club missed some very easy chances of adding to their score.

For the Club, Rodgers in goal was not so good as in previous matches although the two goals against him were from close in with several players around him as the result of corner kicks. His clearances were not so good as before.

Lawrence's absence weakened the defence and caused a reshuffling of the team. McTavish played an excellent game in the first half, but following his collision with Rodgers early in the second half his play fell off and the play was transferred over to his wing where the Wilts, men played a great game. Gerrard cleared well, but in the second half had little to do.

Ralston and J. Rodger, worked hard to keep the forwards out, and dropped back on several occasions to assist the backs when hard pressed. Moore played well, as left half.

The forward line did not combine as usual and the inside men failed to take advantage of the many chances offered. They hesitated when in front of goal, the defence clearing.

The wing men did good work in shooting and in centring. The one back game seemed to break up the attack, for the forwards would not watch what the Wilts, backs were doing. For the Wilts, every man played well. Green was safe in goal. Moore played a great game, his speed serving him well. He was called upon several times to assist his partner while his forward play broke up the attack many a time. Murrant cleared well, but after the Wilts, took the lead he indulged in cup tie play by kicking out

when the Club forwards got down. Lancaster was the pick of the half back line and kept Sandberg well covered. Lucas worked hard on the left.

Menham in the centre forward position, led his wings well. He was closely watched by J. Rodger and Ralston, and could therefore not run through on his own. Amor on the left had most work in the first half. He sent across some good centres and shot with accuracy. Evans and Swanborough played well on the right, and the two goals by the latter would have beaten any goal keeper.

Mr. Jones was in charge of the game. R.G.A. v. "AMBROSE."

Sargeant made a reappearance in the Navy team after a month's absence. The game was fairly even throughout, but the Ambrose were unfortunate in losing a man turned off the field for repeated fouls.

R.G.A. started and midfield play followed, the defence on both sides being very sound. Watson went away for the R.G.A., and when well in, Best, who crossed to take the kick, was given offside. R.G.A. came again and the Ambrose goalie caught the ball and instead of throwing out attempted to dodge. The attack still holding the ball and the Referee awarded the soldiers a free kick for the goalkeeper carrying. Dawson took the kick and passing to Best, the latter put the ball into the net, giving the R.G.A. the lead after fifteen minutes play. Sargeant broke up many a rush and sent his forwards away, but the R.G.A. defence was too good and the teams crossed over with the R.G.A. leading one goal to nil.

The Ambrose restarted, but R.G.A. received and by good combination Watson got well down and sent in hard bringing the goalie down in clearing. The R.G.A. returned, but the forwards lacking cohesion the Ambrose, cleared and Savage went away on the right and centred where Mills made fouled Frampton and received a caution from the Referee. The R.G.A. pressed for a time and shots were sent in from all angles, the ball hitting both uprights and the cross-bar, but would not go into the net. Keay sent across a good centre from the left where Best sent over the top from close range. Savage got going on the right and sent across, but the left wing failed to meet the ball, and thereby missed an easy chance to bring the scores level. Miles again fouled Frampton and was ordered off the field, the Ambrose finishing with ten men, with the R.G.A. winners by the only goal scored.

It was hard luck for the Ambrose to lose the match through a goal being scored, owing to the goalkeeper carrying. Sargeant worked hard, while Savage did some good work on the wing. The R.G.A. defence was very sound, but the attack lacked the understanding necessary to score goals.

Mr. Hollands was Referee.

POLICE v. KOWLOON.

The Police sprang a surprise on the Kowloon men whom they defeated by three goals to one. Alexander scored early for the Police, Wang repeating later. The Kowloon men, tried hard to reduce the lead, but the wing men got too far down before centring and good work ended up by the ball being sent behind. The Police added to their score through Carroll and the Kowloon team scoring once, the game ended with the Police winners as mentioned above.

Mr. Wells was in charge of the game. The game was well contested throughout and the Police deserved their win. Their forwards showed better combination while Clarke played a great game at back. Kowloon must not let their defeat down to a lack of understanding between their players generally.

"TAMAR" v. S.C.A.

Before a large Chinese crowd this match was played on the Navy Ground. The Tamar team included Graydon and Radford, who were not expected to turn out, but owing to the delay in the sailing of the vessel, they were available to assist the Tamar in practically the hardest game in the league. The brilliant centre forward concluded his football career in Hongkong by scoring the two goals for his side. The game was fast and clean throughout. Stone was fouled by the penalty area and Graydon, taking a kick, gave the Tamar the lead. The Chinese went away and Au Kir Sang was on the point of scoring when he was pulled up for offside. The Chinese crowd resented the Referee's decision and a portion of them encroached on the field of play, but were soon sent back over the line. The Tamar scored again from a free kick for hands near the penalty area, and Graydon again sent into the net. The S.C.A. tried hard to equalise and Radford was called upon many a time to clear his charge while Castle and Grant tackled well. Stone and Heap did good work on the wings and Cross sent in several shots. Time arrived with the Tamar winners by two goals to nil.

CLUB RESERVES v. UNITED.

The Club kicked off facing the sun and forced a couple of corners. The United clearing and going away to the other end forced a corner. Groot, in attempting to save, almost let the ball fall into the net. The Club returned and Boysen sent behind. The Club came again and May sent over the top. United got away and Laing sent well forward where Groot was called upon to fist out. Sherry went away, but his final effort went straight to "aaleod" who caught the ball and threw out. Offside against the United relieved, but a foul against Dadds sent the United back and Purvis was forced to kick behind. Corner kick well placed and Dadds cleared and Morris went away, but Laing kicked out. The Club came again, but the hands against Sherry cleared. The Club came against, but Blake kicked well up the field and Purvis gave a corner which Gerard cleared. Purvis sent May away the latter passing over to Boysen who centred.

(Continued at foot of next column.)

### LEAGUE CRICKET.

#### ORAIGENGOWER DEFEATS HONGKONG C.C.

Oraignengower defeated the Hongkong Cricket Club on Saturday in convincing fashion by four wickets. Seven Oraignengower batsmen entered double figures, Lawrence scoring 50 runs. The innings was declared closed with seven wickets down for 189 runs.

The Club made a feeble reply, 86 runs. Farthing, 13, was the highest contributor. Drake secured seven wickets for 34 runs. Scores:

##### ORAIGENGOWER.

S. Jex, c Paraviciu, b McNicholl	10
W. E. Asger, c McNicholl, b Dance	1
B. W. Bradbury, c B. Blaker, b Dance	11
F. G. Thompson, c and b Grimble	36
L. Lawrence, c Farthing, b Sawyer	50
R. Bass, c Dance, b Farthing	11
L. E. Lammer, not out	24
W. Grimmer, b Dance	23
W. Hall, not out	0
Extras	16

Total (for 7 wickets, declared) 189

##### Bowling Analysis.

	O.	M.	R.	W.
Farthing	13	5	51	3†
McNicholl	10	1	34	1
Paraviciu	3	0	15	0†
Sawyer	4	0	27	0
Grimble	4	0	25	2
Dance	2	0	14	1

†Bowler a wide.

†Bowler 4 wides.

##### HONGKONG C.C.

L. M. Whyte, b Drake	4
L. G. Davies, c Grimmer, b Lammer	4
D. Lyon Brown, b Lammer	11
B. O. Blaker, b Drake	0
F. Grimble, b Drake	7
R. A. Sawyer, c Jex, b Grimmer	5
F. T. Dance, not out	12
P. G. Paraviciu, c Jex, b Drake	2
D. McNicholl, b Drake	10
F. H. Farthing, c Bradbury, b Drake	13
O. Blaker, b Drake	15
Extras	12

Total 88

##### Bowling Analysis.

	O.	M.	R.	W.
Lammer	10	2	34	2†
Drake	12.3	3	34	7
Grimmett	3	0	8	1

†One wide.

##### LEAGUE TABLE.

(UP TO NOVEMBER 20TH).

	P.	W.	L.	D.	P.
Kowloon	2	1	0	1	4
Oraignengower	1	1	0	0	2
University	1	0	0	1	1
St. Joseph's	1	0	1	0	0
Hongkong C.C.	1	0	1	0	0

May receiving beat the goalie, but offside had sounded before he took the kick. From the free kick the United went away, and the centre forward beat Groot with a shot that struck the cross-bar and rebounded into the net giving the United the lead. Dadds strained a muscle, and for the rest of the game was a passenger. The Club went away from the centre kick, but the United returned and Groot sent behind. The corner kick was well taken and Groot fisted away. Half time arrived with the United leading by one goal to nil.

On resuming Dadds went forward and the Rev. Martin took his place at centre half. The United started, but the Club receiving went away, and Morris sent in a hard one that McLeod sent round the post. Sherry took the corner kick and Blake cleared and sent the United away, but offside allowed the Club to return where May sent over the top from close range. Club pressed for a time, but had shooting by the forwards saved the United.

From a corner awarded the Club, May missed an easy chance of making the scores equal, by again striking the ball when nicely placed. The Club forced several corners, from one of which May sent in hard at the goalie the ball rebounding from the goalie to Laing, who sent the United away where offside again relieved and Purvis sent Morris away the latter, passing to May who hit the side of the net with his shot.

The Club had most of the play during the remainder—part of the game, but their forwards failed miserably in front of goal.

From a break away by the United the centre forward sent in a slow ground shot which Groot stopped, but he let the ball fall from his hands over the goal line. The Club went away from the centre kick and with only five minutes to go pressed the United, but could not score, the whistle sounding the United winners by two goals to nil.

The United deserved their win. Blake and Laing played well.

The Club forwards lost the match through bad shooting. They were far the better team in open play. Dadds being injured early in the game was hard luck for the Club as he is such a hard worker. Groot was not safe in goal.

R.G.A. RESERVES v. CLUB DE REC.

Great inconvenience was caused at Sookurpoo where the ground was occupied by two Naval teams, who refused to leave the ground until nearly three, and both teams had to stand by waiting for them to clear. It is to be hoped that this will not occur again as all League matches, with times and grounds are published weekly in the press.

The R.G.A. were the winners of a hard fought game, Newcombe and Harris scoring for the soldiers. During the game one of the Club's players was ordered off.

The Officers United, St. Joseph's and Kowloon Reserves won their games.



# THE GOLF CHAMPIONSHIP. WON BY MR. R. L. D. WODEHOUSE.

The final for the Championship of the Royal Hongkong Golf Club was played yesterday at Fanning. Mr. R. L. D. Wodehouse was the winner, beating Mr. W. D. Kraft, by 5 up and 4 to play, in 38 holes. We congratulate Mr. Wodehouse on his success. He has had a series of stiff matches to play and has earned his victory. Mr. Kraft, too, has met and beaten some formidable opponents, and when one realizes that he was giving his opponent, in the final, 30 years ago cannot help admiring the splendid fight he put up, and feeling a regret that he was not the conqueror, as it is the last Championship he will play in, in Hongkong, as he is shortly retiring. Let us hope that, when his business career is over, and he can devote more time to the game, we shall hear of his successes in another part of the world.

Golf of a high standard cannot be expected in a final, and this final was no exception to the rule. Both competitors showed signs of nervousness, and consequently played bad shots that they would not have done in an ordinary friendly game. Both played in a three-quarter swing, but in different styles. Mr. Wodehouse is a powerful player and introduces cricketing shots into his game. He is a player who would benefit with experience; he has not the necessary "finish" to his game for a first class player. On the other hand, Mr. Kraft is not a forcing player; he goes for accuracy instead of length.

## THE GAME IN DETAIL.

Mr. Wodehouse took the honour and played his drive into the rough. Mr. Kraft following with a straight, but not well hit ball. However, he played a useful second and landed on the green. Mr. Wodehouse played a bad second, but made amends with a good jigger shot which was a little unfortunate in being just over the green. He failed to lay his fourth dead and Mr. Kraft, holding a nice putt, won the hole.

At the second Mr. Kraft got a nice straight drive and Mr. Wodehouse pulled his into the rough. Failing to make a good recovery he found the bunker guarding the green. Meanwhile Mr. Kraft played a nice brassy shot short of the green. Mr. Wodehouse got his third out of the bunker and ran up a nice jigger shot to within three yards of the hole. Mr. Kraft was short with his second but ran up a nice putt to within two feet of the hole. Mr. Wodehouse failed to hole his fifth and Mr. Kraft won the hole in 5.

At the short 3rd, Mr. Kraft played a straight shot but was rather short. Mr. Wodehouse played a very bad tee shot, finishing well up the hill side. However, he recovered with a somewhat fluky shot which nearly holed out for a two. Apparently this upset Mr. Kraft and he made a poor approach putt, and failing to hole his third, lost the hole.

From the fourth tee Mr. Wodehouse hit his first good shot, getting well down the fairway. Mr. Kraft replied with a nice straight one and a useful second, which if it had not been slightly pushed out would have found the green. Mr. Wodehouse then duffed two shots, running, and only register a five against his opponent's four. Mr. Kraft was now 5 up and might very easily have been four, but for Mr. Wodehouse's stroke of luck at the third. He was certainly playing with more confidence and hit a fair drive from the fifth tee. Mr. Wodehouse also hit a good one, slightly hooked. Mr. Kraft played a nice second and in a good direction, but there was not enough behind it to take the ball on to the green. Mr. Wodehouse played a perfect second and was lying for a possible 8. However, it was a matter of necessity for him to go for it, as Mr. Kraft was short with his third and was missed a long putt for a four, leaving Mr. Wodehouse the winner with a well-played four.

The long sixth was a hole where Mr. Wodehouse's hitting powers should have told, but he pushed his drive out badly, and, having a bad lie for his second, failed to score any advantage, in spite of the fact that Mr. Kraft had a poor drive and did not hit a very good second, or even third, but his fourth was well played and finished three yards past the hole. Mr. Wodehouse also played a good fourth and just failed to hole his putt for a five. Mr. Kraft, having previously holed his, was the winner.

The seventh was a walk over for Mr. Wodehouse, who played a good iron shot, with sufficient top spin, to run the ball on to the green, hole high. Mr. Kraft's drive was pulled into the "bog" and was unplayable.

Mr. Wodehouse was cautious on the eighth tee, using his driving iron instead of a driver. Both players got well away from the tee, but Mr. Kraft half duffed his second and was short. Mr. Wodehouse played a good second and was a trifle unlucky to finish just short. Mr. Kraft then ran up a very nice third to the hole, but Mr. Wodehouse replied with an equally good one, being only a yard from the hole. Both players failed to hole their putts, and the hole was halved in 5.

The ninth was an uneventful hole. Mr. Kraft playing a steady 8 and Mr. Wodehouse halving it with a somewhat erratic 9, finishing with a long putt.

Both were out in approximately 44, and Mr. Kraft was 1 up.

To the disappointment of the umpire, Mr. T. W. Hill, both players decided not to visit the half way house, and proceeded to the 10th tee.

Mr. Wodehouse hit a nice clean straight shot but Mr. Kraft got too much under his ball, hitting the top of the hill and running down the far side, but not far enough to be clear of the rough. He played a nice second up the fairway. Mr. Wodehouse risked a brassy and duffed it; he then played an iron, but pushed it out into the rough below the 11th tee. Mr. Kraft hit a good bally shot, but hooked it into the rough, making a good recovery from a bad lie with his fourth, which reached the green.

Mr. Wodehouse also made a good recovery and put his fourth three yards from the pin. Bad putting lost Mr. Kraft the hole.

Mr. Wodehouse drove a long ball from the 11th tee, but once again hooked it and paid the penalty by reaching the grip guarding the 12th. Mr. Kraft appeared to have lost his confidence, and hit a bad drive, which was lucky to finish in a good position. He failed to take advantage of

his luck, and played a bad second, pulling into the rough. Mr. Wodehouse was lying very badly and took two to get out. Mr. Kraft had a bad lie for his third, which he negotiated well, just failing to reach the green. He was short with his fourth and Mr. Wodehouse was a trifle strong with his. Mr. Kraft again putted weakly and lost the hole. Mr. Wodehouse was "up" for the first time and appeared to gain confidence. He played a good tee shot into the wind and was lying nicely on the green. Mr. Kraft's shot was slightly pushed out and found the rough on the edge of the green. He played a good second and was a little unfortunate in striking a mound in front of him which pulled the ball and left him five yards short. He went boldly for a three but missed. Mr. Wodehouse ran up a very good approach putt for a certain three.

Mr. Kraft, having lost three consecutive holes, was now 2 down.

The 13th was halved in five. Both players had good drives, but played poor seconds. Mr. Kraft nearly holed a long putt for a four.

Mr. Wodehouse drove a fine ball from the fourteenth, just short of the left corner of the green. Mr. Kraft's drive was straight, but not lengthy. His run up shot was short, and Mr. Wodehouse failed to take advantage by playing equally short. Mr. Kraft, whose putting had been continually short, made up his mind to give the hole a chance and went well past it. Mr. Wodehouse made no mistake with his third leaving himself a comfortable four, which he got. As Mr. Kraft missed his return putt, he was now 3 down.

Mr. Wodehouse drove a nice ball from the fifteenth tee with a little hook and just found the rough. Mr. Kraft's drive was straight down the fair and likewise his second. Mr. Wodehouse played a good forced iron to within two yards of the green. Mr. Kraft's third was a perfectly hit ball, but a little too strong, and it finished up the bank at the back of the green. His fourth again was too strong, and he left himself a 6-yard putt for 5.

Mr. Wodehouse having laid his fourth dead, his ball lipped the hole and another loss was registered.

Neither player reached the 16th green from the tee and the hole was halved in 4.

The 17th also was halved, both players registering fives.

From the 18th tee both hit nice drives, but Mr. Kraft was unfortunate in finding his ball in a bad lie, from which he was unable to reach the green. Mr. Wodehouse managed to find the green with a fair second, eventually winning the hole in 4.

Mr. Wodehouse was thus five up at the end of the first round. His approximate score for the 18 holes was 86 against Mr. Kraft's 90.

After tiffin both players started with good drives and finished by halving the hole in 4.

From the 21st tee Mr. Wodehouse failed to get his tee shot away, but recovered nicely, leaving his second just short of the bunker. Mr. Kraft also played his second short. Mr. Wodehouse duffed his third, putting it into the bunker. He failed to get out in two and gave up the hole.

Mr. Kraft played a perfect tee shot to the third and was only 6 yards short of the hole, whereas Mr. Wodehouse was short of the green. He made a good recovery, however, and laid his ball almost dead. Mr. Kraft's putt was weak and once again he had the misfortune to lip the hole, thereby losing it.

Mr. Wodehouse was somewhat lucky to halve the 22nd in five. He pushed his drive out badly, on to the 17th fairway and topped his second and finished by holing a two yard putt.

Mr. Kraft just failed to reach the green with his second, and, being a trifle strong with his run up, failed to get a four.

From the 23rd tee Mr. Wodehouse hooked his drive into a very bad lie but made a good recovery, and found the green with his third. Mr. Kraft had a good drive and fair second but was short with his third. He played a good fourth just two yards past the hole, and Mr. Wodehouse ran up his fourth to within the same distance. Both players failed to hole their putts, and a half in 8 resulted.

Mr. Kraft won the 25th with a well played three, being hole high with his tee shot.

The 26th hole was halved in five. Mr. Wodehouse, for once, taking three putts.

Going to the 27th Mr. Wodehouse pulled his drive on to the side of the hill, and Mr. Kraft was straight, but short, however, the latter played a good second, Mr. Wodehouse, from an awkward lie, pushing his into the rough, at the bottom of the valley. He made a fine recovery, running well up to the hole. Mr. Kraft played a poor third, finishing on the bank, on the right of the green, from which position he played the shot of the match, holing his machine for 4 four. Thus at the 27th Mr. Wodehouse was 6 up. The approximate scores for the 27 holes being: Mr. Wodehouse 44, and Mr. Kraft 41.

The 28th was a bad hole, both players pushing their drives very far out, Mr. Kraft eventually winning in 6 to 7.

From the 11th tee both players took the precaution of avoiding the grip by playing straight and the hole was eventually halved in 5.

At the "Gem" Mr. Wodehouse played a perfect iron, landing just short of the pin and stopping dead. Mr. Kraft had a good shot, which failed for distance by about a yard and ran to the bottom of the ravine, from where he failed to recover with his second. Thus Mr. Wodehouse was 4 up.

The 31st hole was won by Mr. Wodehouse in 5 making him dormy.

The 32nd was halved in four, Mr. Wodehouse making a good recovery from a bad drive and thus winning the match by 5 up and 4 to play.

The Gazette contains a list of the Register of Chemists and Druggists, on which there are 21 names.

Mr. G. D. M. Arthur has been appointed by H.E. the Governor to be a Member of the Pilotage Board.

A Chinese was removed to hospital on Friday, suffering from injuries received by being knocked down by motor-car No. 28.

A Chinese committed suicide by cutting his throat with a knife. The deceased was subject to the delusion that his life was being sought by a gang of murderers.

## ROYAL YACHT CLUB.

### OPENING OF THE 'SEASON.'

#### INTERESTING RACES.

Weather conditions for the official opening of the yachting season on Saturday afternoon were inking them on the whole excellent. There might have been a little more wind for the sailing races, but as it was the times were not slow. There was a large attendance of members and their friends. Among the visitors were His Excellency the Governor and Lady Stubbs, Commodore W. Bowden-Smith, and the Hon. Mr. Pollock. His Excellency was accompanied by Capt. McGrath, A.D.C.

The entertainment provided in a full and well chosen programme was finished off nicely by the band of the Wiltshire regiment, which played lively selections throughout the afternoon. There was a holiday spirit about this gathering, so many miles away from the Home country, that was typically British. Throughout the far flung Dominions the same sporting spirit is characteristic of all British meets. It does not matter if the rowing boat is wider than a Gladstone skiff, carries weather boards four inches high, and almost an inch thick, or if the white full limbs of the contestants, tell eloquently of the years out of training since college days. The same keen spirit is manifested, and the excitement at the finish is just as marked as it is at Henley course on regatta day. Newbold described the ethics of British sport in a line in Clifton Chapel: *to love the game beyond the prize.*

This was the keynote of the contests on Saturday, many thousands of miles from the Thames and its dear associations.

As one would naturally expect, the sailing races were the *piece de resistance*, occupying seven of the nine events on the programme. The handling of the craft was excellent. The ladies were particularly efficient at the tiller, managing their vessels with the assurance and accuracy born of practice and experience. In almost every event the finish was close, and the spectators were in doubt right up to the last as to who would win. The support was generous and well distributed, and everyone spent a very enjoyable afternoon. Tea was served on the lawn, and the Club House, and the yachts at anchor near by, were bright with flags and pennants.

After the races Lady Stubbs presented the prizes to the winners.

Mr. Frank Smyth, the Commodore, in introducing Lady Stubbs said that the R.H.Y.C. was delighted to have herself and His Excellency with them, and to have the opportunity of welcoming them. The weather had been excellent, and he felt that the visitors had enjoyed themselves. (Applause.) He thought too, that the ladies would be pleased with the small souvenirs of the occasion that had been provided for them.

Lady Stubbs then presented the prizes. When she had concluded little Miss Arthur presented her with a bouquet.

His Excellency, replying on behalf of Lady Stubbs, said that Lady Stubbs and himself were very glad to have had this opportunity of meeting the members of the Royal Hongkong Yacht Club. Later in the season Lady Stubbs hoped to take part in some of the sailing events. (Applause.) They had spent a most enjoyable afternoon. It was a matter for congratulation to the club that they had chosen the only fine afternoon for days for the official opening of the season. He thanked the committee also, for having provided an extra dragonboat race on short notice for the benefit of his small boy. (Laughter.)

The committee responsible for the arrangements were: Patron—His Excellency Sir R. E. Stubbs, K.C.M.G.; Commodore, Mr. Frank Smyth; Vice-Commodore, Mr. A. R. Lowe.

General Committee—Commodore W. Bowden-Smith, C.B.E., R.N., Capt. T. Arthur, Messrs. D. K. Blair, E. W. Carpenter, G. G. Wood, J. S. McCann, V. G. Smyth, P. B. Colthurst, R. E. MacDougall, (Hon. Secretary and Treasurer).

Sailing Committee—Commodore W. Bowden-Smith, C.B.E., R.N., Capt. T. Arthur, Messrs. D. K. Blair, H. S. Rouse, (Hon. Secretary) A. W. Van Andel, G. G. Wood.

Rowing Committee—Messrs. E. W. Carpenter, J. S. McCann, T. P. M. Egan, A. C. Smyth, D. M. Graham, P. B. Colthurst.

Swimming Committee—Mr. E. W. Carpenter, and Mr. D. K. Blair.

Officials for the Day—Sailing—Judge, Mr. D. K. Blair, Starter, Mr. A. W. Van Andel, Time Keeper, Mr. P. B. Colthurst, Rowing—Judge, Mr. E. W. Carpenter, Start, Mr. D. M. Graham.

## SAILING RACES.

CHINESE RIGGED CRUISERS.—Course, Murray Pier Line to the Club House, 5 miles. Starting gun 2.15 p.m. First silver cup.

There were five entries for this event but of these two—*Lady Jean* and *Snipe*—did not start. After a very close race Mr. Cornell's *Helen*, with a handicap of 30 seconds per mile, ran out a winner. The finishing times were:—

*Helen* (30secs. per mile) ..... 3-51.48.  
*Noble* (scr.) ..... 4-03.14.  
*Oenone* (scr.) ..... 3-35.0.

Though *Oenone* showed the best time, she was not eligible for a place, as, owing to some mistake, she did not make the right course.

ENGLISH RIGGED CRUISERS.—Course same as number one. Prize, a silver cup. Starting gun 2.15 p.m.

In this event, which was depatched at the same time as the Chinese rigged craft, there were 11 entries, but *La Cigale*, *Byrrhilde*, *Westwind*, *Feathers* and *Norsemann* did not start. The race was close, contested at all stages, and there was little between the vessels at the finish.

Mr. Pierce's *Aruma*, scr. was the winner. The finishing times were:—

*Aruma* (scr.) ..... 3-12.19.  
*Bestwater* (15secs. per mile) ..... 3-17.14.  
*Chinook* (unstarted) ..... 3-25.36.  
*Irene* (80secs. per mile) ..... 3-29.36.  
*Alleen* (60 secs. per mile) ..... 3-36.15.  
*Queen Bee* (150secs. per mile) ..... 3-36.43.  
..... (150secs. per mile) ..... 3-55.56.

RACING YACHTS, LADIES.—Course Club House, to Kowloon Rock and Chan-nel Rock and back to the Club House, distance 4½ miles, started at 3.45 p.m.

This handicap event attracted seven entries from the ladies associated with the Club, but of those who appeared on the programme, *Colleen* and *Ayesha* did not start. The race went to Miss Denison's *Dorotha*, with a h.c.p. of 45 seconds to the mile. Mrs. Withers, *Diana* (scr.), took in second place. The finishing times were:—

*Dorotha*, Miss Denison (45 secs. per mile) ..... 4-55.11.  
*Diana*, Mrs. Withers (scr.) ..... 4-55.11.  
*Rolla*, Miss B. Blair (scr.) ..... 4-55.35.  
*Sonia*, Miss Grieg (45secs. per mile) ..... 4-55.51.  
*Orion*, Miss Farmer (15secs. per mile) ..... 5-07.57.

The winner received a silver cup and the remaining competitors also were presented with souvenirs of the race.

ONE DESIGN CLASS.—For ladies. Course same as number three. Starting time 3.55 p.m. Mrs. Marston's *Alisa* was first. The finishing times were:—

*Alisa*, Mrs. Marston ..... 5-19.41.  
*Halcyon*, Miss Lowe ..... 5-11.41.  
*Daphne*, Miss McAlinsh ..... 5-12.26.  
*Bonito*, Miss O. Young ..... 5-54.43.

The yachts in this race started from scratch. All entries started. Each contestant received prizes.

HEYWARD HAYS CLASS.—Course same as number three. For ladies only. The race went to Miss K. Blair in *Ursula*, scr. with Mrs. S. Crivens in *Sirius*—20secs. per mile, seconds. Two entries. *Lola* and *Owl* did not start. The finishing times were:—

*Ursula* (scr.) ..... 4-48.25.  
*Sirius* (20secs.) ..... 4-54.51.  
*Dawn*, Miss G. Ramsey (20secs.) ..... 5-02.27.

All competitors received prizes.

Gael CLASS.—For ladies. Course same as number three. All entries started and the race went to Miss Samplugh in *Toinette*, with Miss M. Ramsey's *Gael* second. The finishing times were:—

*Toinette* ..... 4-51.54.  
*Gael* ..... 5-01.50.  
*Theckle*, Miss Stubbs ..... 5-01.37.  
*Joun*, Miss Chapell ..... 5-01.55.

This was an excellent race. The boats finished bunched and there were only a few seconds between each. Each lady received a prize.

## ROWING RACES.

SAMPAN YUONG.—Large sized dragon boats. First \$20, second \$5. No. 2 boat, 1. No. 2 boat, 2.

The event was confined to yacht boys, and was the centre of a great deal of interest. The paddlers went about the business as though it were their chief task in life and the race was bitterly contested over the whole distance, being won finally by a few feet.

DRAGON BOAT RACE.—Small class. First \$20, second \$5. No. 2 boat, 1; No. 2 boat, 2.

The race attracted three starters, and, like its predecessors, was keenly contested. The result was in doubt right up to the last few inches.

R.H.Y.C. 4 OARS.—(Scratch crew). First silver cups. Mr. Murdoch's crew J. M. Pullen Deniston's crew 2.

Only two crews turned out for the event but they made a good showing. Mr. Murdoch's crew rowed fairly well together. He set them off striking 36 against their opponents' 34. The stroke was not varied at any stage of the course. The winning crew won by about a boat's length.

DINOHY RACE.—Confined to yacht boys. First \$7, second \$5, third \$3. Ah Su 1; Ah Kan 2; Ah Lo 3.

## INTERPORT TENNIS.

### THE DOUBLES MATCH.

#### HONGKONG DEFEATS SHANGHAI.

The interport tennis contest was continued on Saturday when Messrs. Ng Sze Kwong and Wei Wing Lok of Hongkong defeated Messrs. Carnavaro and Tanaka in the remaining doubles event between Hongkong and Shanghai.

Although the match was an eleven-hour decision, due to the uncertainty of weather conditions, a large crowd of tennis enthusiasts was present at the Club de Recre where the match was played off. Dr. W. J. Woodman umpired. The court was in good condition but the sun proved troublesome to the players. Ng Sze Kwong was off his game somewhat, his strokes not proving very effective, but his failure was made up for by the brilliant play of his partner, Wei Wing Lok. Tanaka was the best player of the quartette, his driving and smashing being exceptionally good. Carnavaro played a steady game all through. Owing to Carnavaro having a bad cramp during the latter stages of the game, the last set had to be stopped for ten minutes before play continued. The match went to five sets.

In the first set Shanghai won after a very keen struggle, 8-6; Hongkong obtained the next, 6-3; and Shanghai repeated their previous performance in the third set, winning 8-0. The fourth and fifth sets were runaway victories for Hongkong, 6-3 and 6-2.

To-day on the Hongkong C.O. courts Ng Sze Kwong meets Tanaka.

It is reported from Peking that the Russo-Asiatic Bank has decided to change its name into the Paris-Polish Bank with the understanding of America, France, China and Poland. In those countries the bank will raise more capital and devote its strength, thus augmented, to the upkeep of the Chinese Eastern Railway.

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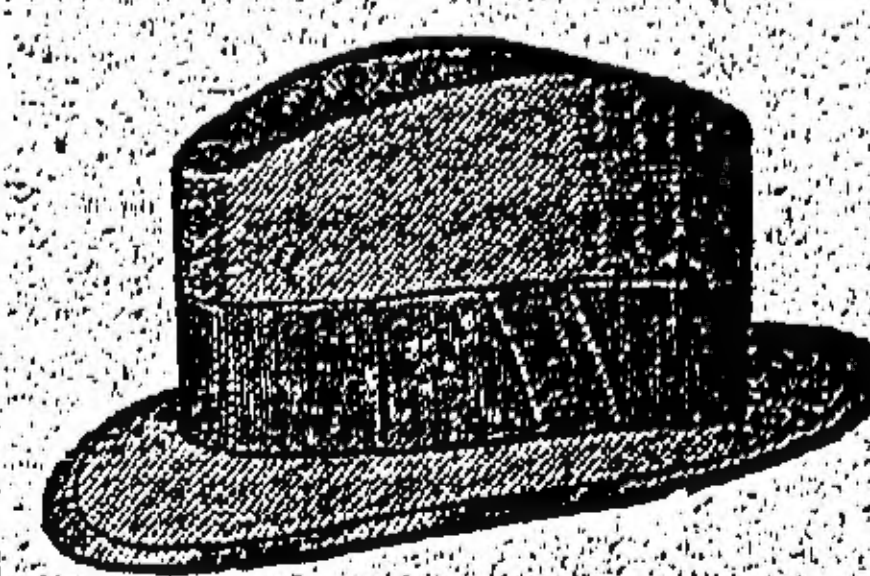
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# M. P. SENTENCED TO IMPRISONMENT: FOR ALLEGED SEDITIOUS SPEECH.

## CONSTANTINE CABAL: ACTIVE IN ATHENS.

### IRISH REPRISALS:

MR. ASQUITH ATTACKS GOVERNMENT.

**LATEST CABLES.**  
(THROUGH BUREAU'S AGENCY.)  
**M.P. SENTENCED TO IMPRISONMENT.**  
FOR SEDITIOUS SPEECH.

London, November 18th.  
Mr. Malone, M.P., has been sentenced to six months' imprisonment in the Second Division for having spoken words likely to cause sedition and disaffection at a pro-Bolshevik meeting at Albert Hall.

An amusing story was told at Bow Street Police Court, when Mr. Malone was brought up for trial under regulation 49 of the Defence of the Realm Act, for having, in a speech at Albert Hall, committed an act likely to cause sedition and disaffection among the civilian population.

Mr. Travers Humphrey, for the prosecution, mentioned that when the accused's name was called, he uttered words, with seditious intentions, which were found in the police records. The guide continued warning that there would now be fighting throughout the world. It concluded "We will not lay down arms until the world is ours. We can seduce the army by propaganda, and half of it, no doubt, will come over to our side." Further extracts from this document, detailed what steps had been taken to organize street fighting.

General, for the defence, submitted that the Albert Hall speech was more rhetoric, and that Mr. Malone meant nothing wrong. He referred to the accused's fine war record. The Magistrate then sentenced Mr. Malone to six months' imprisonment and a fine of £4,000, or in default six months on the second charge. Notice of appeal was given.

### SECOND CHARGE.

London, November 18th.  
The second charge against Mr. Malone is that of being a dangerous person.

### THE IRISH SITUATION.

MR. ASQUITH'S TRENCHANT CRITICISM.

London, November 18th.  
Mr. Asquith, in a speech at the National Liberal Club, delivered a most trenchant attack on the Government in connection with the reprisals in Ireland. He said that the soldiers and the Constabulary in Ireland had been placed in a false position, because they were regarded not as guardians of order, but as agents of repression. He declared that Ireland, for the past six months, had been in a state of civil war. Justice had been done by policy of blind, pitiless and indiscriminate repression. Recent reports did not justify the ascription of the authorities that things were better. It was impossible to believe official assurances. Cold blooded and deliberate murder had been traced to the uniformed servants of the Crown. He maintained that things had been done in Ireland by the authorities, and at the incitement of the Executive, that were equal to anything in the blackest annals of the lowest despotism of the European world. He would not rest until he had explained to the people of Britain what dishonour was being done to their name. He urged that the motto throughout the whole political activities should be the words of John Bright, "Be just and fear not."

### IRELAND'S TROUBLES.

DISCLOSURES IN REPUBLICAN LETTER.

London, November 18th.  
In the House of Commons, Sir Hamar Greenwood read out a remarkable letter which was found amongst the papers belonging to the Chief of the Staff of the Irish Republican Army. The letter dealt with the possibility of spreading typhoid among troops by infected milk about which expert opinion was necessary. It said, in order to see if it could be done, also spreading glanders among horses which could be done by tampering with water. Mr. Devlin, and Mr. MacDonagh, most indignantly declared that the whole thing was a sheer invention and concocted in Dublin Castle, to which Sir Hamar Greenwood declared that the document had been captured during a raid.

### WHY PREMIER REFUSED TO SEE DEPUTATION.

In the House of Commons, when asked whether he had refused to receive a deputation of the Irish Peace Conference, which was appointed in response to his invitation, the Prime Minister said that he did not think that at the present time any advantage was to be gained by receiving a deputation, as he was not at all sure if the conference had discovered moderate opinion in Ireland, in accordance with his request to the first deputation. The first step towards peace must be the cessation of the attempt to overthrow the reign of law by murder and assassination and the breaking up of the murder gang.

### SENATOR H. RING.

Brownsville, November 18th.  
Senator Harding has arrived from Point Harbor where his holiday plans were upset owing to a storm.

### LEAGUE OF NATIONS.

VIEWS ON WORKING OF ASSEMBLY.

Geneva, November 18th.  
In the circles representing the opinion of the Dominions the view prevails that, on the whole, the work of the Assembly is going well. The Canadian representative, however, is very sceptical as they did not think it possible that the preliminary difficulties would be disposed so quickly. The very good spirit shown is a good augury for the future. Moreover, the system of organisation and procedure adopted seems to be very practical.

The Indians regard the progress made as satisfactory. The point of the greatest interest in the proceedings so far is that British India and the Dominions as individual members of the League of Nations do not act necessarily together, but exercise complete freedom to act and vote in accordance with their own views. The individual character of each British State is specially emphasised.

The South Africans consider that things will now move as the composition of the committee has been settled, and real work will begin. South Africa, naturally, is specially interested in the mandate of the League. It is determined to do all in its power to see that the League has a fair trial to become a living organisation.

New Zealand's general impression is that, considering all the difficulties, it has done fairly well. The language difficulties in the Assembly are being got over reasonably well, and the machinery has been started which ought to result in good work. It is felt that there will be no delay. It is felt that the committee are rather large. This may hamper discussions. There is every reason for optimism. The League has already shown by Dr. Nansen's report what can be done. In regard to the war still going on, the League is not yet in a position to assert its full authority. It has economic pressure, arbitration, international courts of justice and publicity, all of whom will make a great impression. One means, that of the use of force by the League, is set forth in the Covenant, but does not appear on the agenda. It is perhaps one of the most difficult problems.

The Australians think that, although full allowance must be made for the necessary shaking down, a process common to all assemblies, it has been intensified by the language difficulty. In this case, disappointments were felt as the Assembly was dealing in generalities and platitudes rather than coming into actual contact with problems awaiting solution. None of the really big questions have yet been approached, references to them being entirely vague and general, but now that the different working work has been allotted to committees, it is hoped that matters will improve.

### PERUVIAN DELEGATE CENSURED.

London, November 18th.  
Reuter's correspondent at Washington states that it is officially reported from Lima that Doctor Cornejo, the head of the Peruvian delegation to the Assembly of the League of Nations, has been dismissed from his post because he criticised the attitude of President Harding towards the League.

### GERMANY'S ADMISSION INTO THE LEAGUE.

London, November 18th.  
Houtor's correspondent at Geneva states that there is considerable canvassing going on behind the scenes in regard to Germany's admission to the League. A two-thirds majority is necessary for the sanction of new admissions. That in this case such a majority will be forthcoming is improbable, though an actual majority is believed to be certain. Those besides the Scandinavian group who favour the entry of Germany are, South Africa, Switzerland, Italy, Spain and most of the South American members also. The smallest States, it is possible that Britain will join them and it is believed that Japan and China will follow Britain's lead. The French group, which is undoubtedly very strong in the League, vigorously opposes the proposal and is supported by Belgium, Portugal, Poland, Australia, New Zealand, Canada, and Czechoslovakia.

### ELECTION OF VICE-PRESIDENTS.

Geneva, November 18th.  
The secret ballot in the Assembly of the League for six vice-presidents resulted in Viscount Ishii (Japan), and Jonkheer Van Karnebeek (Holland) heading the poll with 28 and 31 votes, respectively.

### TEACHING THE ILLITERATE TO VOTE.

Bombay, November 20th.  
The first elections under the new Reforms Act were held on the 18th inst., when 13 candidates contested six seats on the Legislative Council. Novel means to enable illiterate voters to cast their votes were adopted, each candidate taking a representative sign, such as cow, lion, or bird, to indicate his identity. There was little public interest in the elections, the results of which have not yet been announced.

### DUMPING BILL.

London, November 18th.  
In the House of Commons, replying to Sir Keith Fraser, Sir Robert Horne said that, owing to pressure on Parliamentary time, it would not be possible to introduce legislation dealing with dumping in the present session.

### LONDON UNIVERSITY READERSHIP IN CHINESE.

London, November 18th.  
W. Hopkin Esq. has been appointed to the London University Readership in Chinese, to be at the School of Oriental Studies.

### TRADE WITH RUSSIA.

CABINET APPROVES OF DRAFT OF AGREEMENT.

London, November 18th.  
In the House of Commons, Mr. Lloyd George stated that the Cabinet had decided to approve the draft of the agreement for carrying out the July arrangements in regard to trade with Russia. The draft will be ready for submission to the Soviet in a few days. The agreement would not be entered into until the Soviet carried out the undertaking concerning prisoners.

### FEELING IN BRITAIN.

London, November 18th.  
The Prime Minister's announcement regarding the impending resumption of trade with Russia has been received with mingled feelings. The conclusion of an agreement on this subject is looked upon as inevitably leading to the political recognition which the Soviet Government, admittedly weak, and against which public feeling is still strong. Apart from this, however, there is a general objection to entering into any relations with the Bolshevik regime, but there is a disposition to suspend judgment regarding the trading arrangements until the terms are published. There is a widespread feeling that a *sine qua non* of any agreement must be that the Russians recognize their liability for loans raised in Great Britain and France, before the which amount to half a billion sterling. These loans were for municipal, national, and railway purposes. This sum is independent of half a billion lent by Britain to Russia for war material, but regarding which expectations of recovery are not sanguine. An impression rules that the new agreement will provide a system of credits to facilitate the export of goods to Russia, and to secure supplies. As to goods from Russia, despite the alluring reports of the accumulated stocks awaiting export, doubt is expressed as to whether anything of a substantial character exists beyond large holdings of gold, all of which is stolen gold. Some of this stock is adulterated.

### ATTITUDE OF AMERICA.

Washington, November 18th.  
It is stated that the United States will not follow the lead of Britain if the latter recognises the Soviet Government, even if only to the extent of trading. Officials explain that the Government believes that Bolshevism is a menace to the stability of the world, and that the Russians themselves are being held in subjection against their will by the Bolsheviks.

### NEW COLONIAL OFFICE COMMITTEE.

TO REPORT ON WAYS AND MEANS OF DEVELOPMENT.

London, November 18th.  
The Secretary of State for the Colonies has appointed a committee, including the Chairman, Lord Chalmers, Sir Henry Birchenough, Sir David Paine, Sir Hercules Read, and Sir Stewart Stockman to consider, and report on, what steps can be taken to secure the assistance of universities in carrying out research work which is essential to the protection of inhabitants in the Colonies and Protectorates from disease and to the successful development of their veterinary, agricultural and mineral resources.

### PREMIERS' CONFERENCE.

DEFINITION OF ITS SCOPE.

London, November 18th.  
It is emphasised from official sources that the statements indicating that the meeting of Premiers in 1921 will mark the beginning of a definite system of Empire Government in peace by an Imperial Conference will go far beyond the terms of the announcements made by Mr. Lloyd George and Mr. Bonar Law in the House of Commons.

The meeting will be on the lines of the Imperial War Cabinet meetings in 1917 and 1918. The Premier stated at the time that it was hoped that these meetings would become accepted conventions of the British Commonwealth. The result of the meetings will be to establish a common executive for the Empire or in any way affect the executive authority of each Government in the Empire or its responsibility to its own Parliament. They were held with the object of arriving at a common policy on matters of urgency and importance to all by a frank and intimate discussion. The forthcoming meeting of Premiers will be of the same character.

### THE AMERICAN CONCESSION IN SIBERIA.

Stockholm, November 20th.  
Washington, via the Lip, has arrived from Russia. The American Syndicate which he represents has secured a sixty year lease of the whole of north-east Siberia, east of the 100th meridian, including the Peninsula of Kamchatka, and will begin its activities in the Spring of 1921. The salmon fisheries will be leased to Alaskan canneries. The Syndicate has also acquired a long lease, with the right of purchase, of a portion of the Seattle waterfront, purchased by the former Imperial Government.

### SURPRISE FOR MR. VANDERLIP.

London, November 18th.  
Commenting on Mr. Vandervlip's Siberian concession, the *Pall Mall Gazette* remarks that Mr. Vandervlip may find that there are other parties to be considered in his transaction with those who have been selling off Russia's resources, and points out that Japan recently announced that it is able to make things very unpleasant for exploiters in that part of the world.

### INVITATION FROM THE DALAI LAMA.

Singapore, November 20th.  
A message from Simla states that in response to repeated requests from the Dalai Lama, Mr. R. B. Political Officer at Simla, and Major Kennedy, of the Indian Medical Service, are going to Lhasa to pay a friendly visit.

### FALL OF FREIGHT RATES.

PROSPECT OF LAYING UP TONNAGE.

London, November 18th.  
Freights continue to fall. The decline in the past three months has averaged over 50 per cent. Signs of the downward move have not ended. An example of the drop is afforded by the rate of transport of coal from the United States to France, which was \$25 at the end of May and is now \$9. The cheapening of the rates is due to the quicker recovery of the world's merchant shipping from the influence of the war than its productive machinery. Consequently, more tonnage is available than goods for transport.

### STUDENT STRIKERS.

Annapolis, November 18th.  
Refusing to accept the compromise offered by the Governors in regard to "basing" the students at St. John's College walked out in a body. The Maryland Board of Visitors has sent an ultimatum to the student strikers threatening dismissal, including scholarship holders, unless they return by November 22nd. Some have already returned.

### BOARD OF VISITORS' ULTIMATUM.

General Fries, of the United States Chemical Warfare Service, announces the discovery of a more powerful poison-gas than that used in the late war; also a gas-mask able to withstand it. He further states that poison-gases can be solidified so that each soldier can carry a small canister of them.

### A MORE POWERFUL POISON GAS.

AND ITS ANTIDOTE.

New York, November 18th.  
General Fries, of the United States Chemical Warfare Service, announces the discovery of a more powerful poison-gas than that used in the late war; also a gas-mask able to withstand it. He further states that poison-gases can be solidified so that each soldier can carry a small canister of them.

### U.S. SHIPPING BOARD SCANDAL.

WHERE DID THE MONEY GO?

New York, November 18th.  
An amazing revelation has resulted from the Congressional Committee's enquiry into the Shipping Board scandal. As an example it is stated that in August, 1919, no record existed showing how \$2,500,000 then expended had been disbursed.

### BOMBAY MILL STRIKE.

Singapore, November 20th.  
A message from Bombay states that 5,000 millhands at Saseoon mill, struck owing to the refusal of their demands for gifts of cloth for the festival of Diwali.

### AUSTRALIA-LONDON EXCHANGE.

SUGGESTION BY FEDERATION OF BRITISH INDUSTRIES.

London, November 18th.  
The Federation of British Industries has sent a letter to the Hon. Andrew Fisher, High Commissioner for Australia, regarding the serious London-Australia exchange position, which is seriously endangering the trade between Britain and Australia. The letter declares that the Australian exchange banks, not possessing the necessary resources, are unable at present to purchase documentary bills on Australia, because so far the British Government was the sole purchaser of the staple Australian exports, and the sums disbursed on account of these purchases were made available to the exchange banks through the Commonwealth Government. The cessation of purchases has radically altered the situation, and henceforward the money expended by Britain on the purchase of Australian products will be available in the ordinary course of commerce for the financing of the export of British goods to Australia. Such finance will not be available until the maturity of drafts upon London, in respect of free shipments of Australian products. Consequently for three or four months the Australian banks will not have funds with which to finance their export trade from Britain. Therefore, the Federation suggests that the remedy lies in the Commonwealth removing the prohibition on the export of gold from Australia to Britain, and by placing at the disposal of Australian banks in London the considerable sums which the Commonwealth has at its disposal in Britain, and which it at present withholds from the normal function of financing trade.

### ITALIAN DEPUTY'S ARREST.

FINDING OF COMMISSION OF INQUIRY.

Rome, November 19th.  
The commission-inquiring into the incidents arising out of Simon Buccos' arrest has reported that his conduct has demonstrated his evident unfitness for the work entrusted to him by a popular organization, and, significantly adds that when Simon Buccos recently visited Trieste he was accompanied by a young woman whom he introduced everywhere as a Hungarian Communist persecuted by Morihv. Consequently the Socialist of Trieste welcomed her with fervor and presents. She was really an Italian and the Mistress of Simon Buccos.

### DAVIS CUP.

AMERICANS SET OUT.

London, November 19th.  
Reyer's correspondent at Vancouver states that the American Davis Cup team has sailed for New Zealand in the steamer *Nanaka*.

### FAR EASTERN CABLE NEWS.

BRITISH ENTERPRISE IN CHINA.

MR. H. H. FOX ON HIS TOUR OF HOME INDUSTRIAL CENTRES.

(THROUGH BUREAU'S AGENCY.)

London, November 20th.

The *Financial* publishes an interview with Mr. H. H. Fox, C.M.G., the British Commercial Attaché in China, following upon his industrial tour of Great Britain. Mr. Fox stated that he was satisfied at the increased attention which was at the present time being paid to China, although he emphasized that heavy expenses and delays through the labour unrest seriously handicapped British enterprise in China, and until home conditions were more settled our exports to the Far East were bound to suffer. Referring to America's advantage, due to the training of Chinese students in the United States, who returned to China favouring American productions, Mr. Fox said that a similar British scheme was on foot.

He agreed with Sir Charles Addis in regard to the international aspect of the Chinese Consortium, by which co-operation instead of competition would exclude multitudinous complications. He emphasised the need for a more stable government in China under which China would achieve industrial development. He declared that we must not under-estimate the recuperative powers of Germany who was struggling to recapture her trade with China, while as regards the great progress of Japan, Mr. Fox stated that Japan was expected loyally to observe the co-operative spirit of the Consortium.

### STEAM SCHOONER LOST IN A GALE.

RELATIVES OF THE VICTIMS RAID AGENT'S OFFICE.

(BY COURTESY OF "THE CHINA MAIL.")

Shanghai, November 20th.  
The steam schooner *Wah Chang*, bound from Chin Wang Tao to Shanghai with a cargo of coal, encountered a gale off the Shanghai Promontory. The vessel sprang a leak and sank within 24 hours. Twenty-eight men are missing, including the Captain, Mr. O. Jorgensen, a Norwegian, and the Chief Officer, Mr. Bachman, a Dane.

The announcement locally caused a raid on the agent's office by a howling mob of relatives of the supposed victims clamouring for compensation. The police quelled the disturbance. Arbitration has been promised.

### PIECE GOODS CRISIS IN SHANGHAI.

THREATENED STRIKE.

Shanghai, November 19th.  
There is tension in business circles owing to the threatened strike of native goods dealers which is to take effect on Monday. The leading foreign merchants, interviewed, insisted on the preservation of the sanctity of contracts. The losses are computed at £25,000,000, and 500 dealers are reported to be on the verge of bankruptcy.

### SHANGHAI ELECTRICAL FIRM SUEVED BY FORMER MANAGER.

Shanghai, November 19th.  
Ferdinand Boulton, who was recently committed for trial on the charge of embezzling funds belonging to Messrs. Gaston, Williams and Wignore, electrical engineering corporation, has now filed a civil suit against the firm for recovery of \$415,000 and Tael 14,000.

### STRANDED "ALTENBURG."

DUTCH ATTEMPTS AT REFLOATING.

Singapore, November 19th.  
The Dutch syndicate which purchased the stranded *Altensburg* for \$50,000 hopes to refloat the vessel within a few days. Dutch engineers are working hydraulic machinery.

### CHINA'S REPRESENTATIVE HONOURED.

Geneva, November 18th.  
The League of Nations Committee dealing with the general organization includes Dr. Wellington Koo, of China, as Vice-Chairman.

### GERMANY'S PROTEST AGAINST ASSIGNMENT OF MANDATES.

London, November 19th.  
Germany has officially protested to the Assembly of the League of Nations against the methods of distributing mandates declaring that under the Treaty of Versailles, it is illegal for the Entente Powers to distribute mandates amongst themselves. It is regarded as significant that the protest has been addressed to the assembly, and not the Council of the League.

The protest expresses the opinion that the ultimate destiny of the German colonies is not a matter to be settled by three who are temporarily controlling the assembly of the League without any controls, but originated the mandates; the protest is signed by Herr von Simons.

### BOXING.

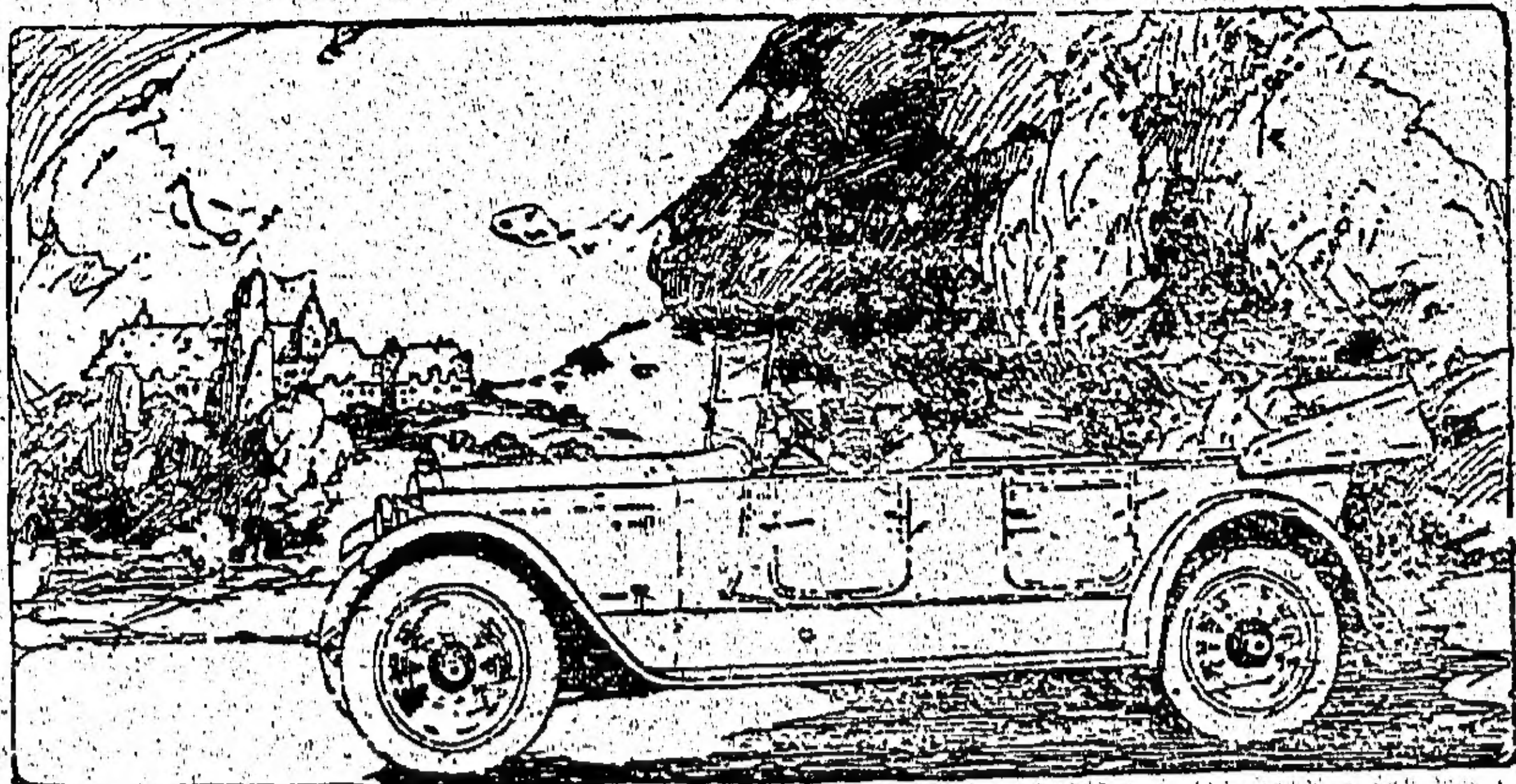
AMERICAN CHAMPION WINS.

New York, November 17th.  
Martin, champion of the American Flyweight Championship, knocked out the champion of the American Flyweight Championship, a bandman, Rice in the second round of a ten-round contest.

### WELTER CHAMPIONSHIP.

London, November 19th.  
In the Welter Weight Championship of Britain, the Albert Hall to-night "Kid" was knocked out Johnny Basham in the second round.





## How Many Buyers Can Judge Value?

NEARLY every man has his visions of finding the ideal motor car. He anticipates the true mastery of the roads at last, and the prestige of being right at every point of his motoring.

For the man who wants the Packard qualities in his motoring, only the Packard Car will do. While if his taste and sense of values are not up to the Packard, some other car will do.

The Packard Twin-Six really is as true and fine as anyone ever assumed any car to be.

It occupies, alone and sufficient, the place it has made for itself. It stands aloof equally from the car that obviously can be no better

than it looks, and from the car that strives to look better than it is.

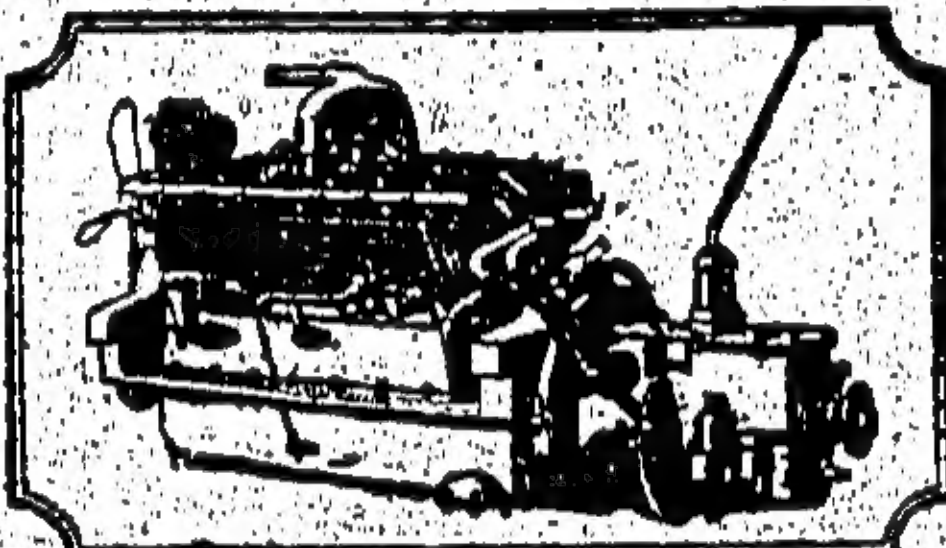
The dominant place of the Packard is not at all of chance. For twenty-one years the Packard has been delivering intrinsic value—the soundest value a motor car has ever given.

During the War, inspecting officers spoke of the Packard plant as a manufacturing marvel. The only automobile plant in the world to produce high-grade cars on a quantity basis.

Why this tremendous plant investment? Simply to produce a car of Packard grade at a price within reason. If built by piecemeal methods the Packard would be the highest priced car in the world.

PACKARD MOTORS EXPORT CORPORATION  
1861 Broadway, New York, U. S. A.

H. S.  
HONIGSBURG & CO.  
40 Bubbling Well Road  
SHANGHAI



Performance: THE TWIN-SIX ENGINE—More reserve power at all times speeds than any other stock car engine built

## OLD POST OFFICE AND SUPREME COURT SITES. BUILDINGS TO BE SOLD IN ONE LOT.

The Government Gazette gives the details of the sale of the old Post Office and Supreme Court Buildings, to be held on Monday, December 13th. The whole lot has an area of about 38,130 square feet; the annual rate is to be \$4,378 and the upset price is fixed at \$1,500,000, which works out at \$50 per square foot.

The conditions provide that the purchaser of the lot shall within three days of the date of the sale pay into the Colonial Treasury a sum of \$250,000, and within three months the balance of the premium at which the lot has been purchased.

The purchaser is required to demolish within a period of eight months the buildings at present standing on the site, and before the expiration of 38 calendar months from the date of the sale he must build and finish, fit for occupation, one or more buildings, and shall spend thereon a sum of not less than \$575,000 in rateable improvements.

Possession of that portion of the lot formerly occupied by Messrs. Watkins & Co. will not be given to the purchaser until three months after the date of sale, but the rents payable to Government for the present tenants will be handed over to the purchaser commencing from date of sale. Possession of the remainder of the lot will not be given until the 1st January, 1921, and all rents payable by the present tenants up to the said date will be retained by the Government.

Amongst the special conditions attaching to the sale are the following:—

No building shall be erected on the lot to a height exceeding 125 feet.

No building erected on the lot which exceeds four storeys in height shall be used for domestic purposes except as a hotel.

The design of the exterior elevations of any building to be erected on the whole or any portion of the area will be subject to the special approval of the Director of Public Works, who in the event of the area being subdivided into several lots, shall have power to regulate the height of storeys and require the main features of any building, to harmonize with those of the adjoining buildings.

It is understood that an American Company will be amongst those bidding for the property. If they succeed in purchasing it a commodious and modern hotel will be erected on the site.

## WOOSUNG IMPROVEMENT SCHEME.

\$10,000,000 PROJECT FOR A NEW FURN.

The construction of wharves along the Whangpoo South of the Woosung Creek, roads to cover 10 square miles and a tramway line is included in the scheme formulated by Peking. The improvement aims ultimately to establish a city for industrial purposes in competition with Shanghai. Mr. Chang Chien, the Nantungchow industrial magnate, has been appointed director of the new improvement board. Most of the land will be reclaimed property belonging to the Ministry of Finance, while the amount of money required for the preliminary improvements of the tract will be raised among the merchants.

Shares of \$25 each will be issued. Four hundred thousand shares will be offered for subscription.

The Bureau of Government Property has made a survey of the land and authorised maps have been given to the board to proceed with its improvement work.

## LANDSLIDE AT QUARRY.

TWO KILLED; ONE INJURED.

A landslide, which occurred in the Huihsie quarry, at Causeway Bay on Saturday, resulted in the death of two coolies and serious injuries to a third man, who was buried under the debris.

Rescue parties were immediately organised and the victims dug out. Two of the coolies were found to be dead, and the other, who was in a critical condition, was removed to hospital.

## DEPARTURE OF 74th PUNJABIS.

The 74th Punjabis left by the *Taiand* on Saturday for India, on transfer to Agri. The regiment was stationed in Hongkong for over six years. Half of the battalion saw service in Mesopotamia. The regiment has been prominent in many of the sporting activities of the Colony, especially in hockey and athletics. The regiment is under the command of Capt. W. J. Campbell. Major-General Ventris and Colonel W. M. Nicholson saw the regiment off.

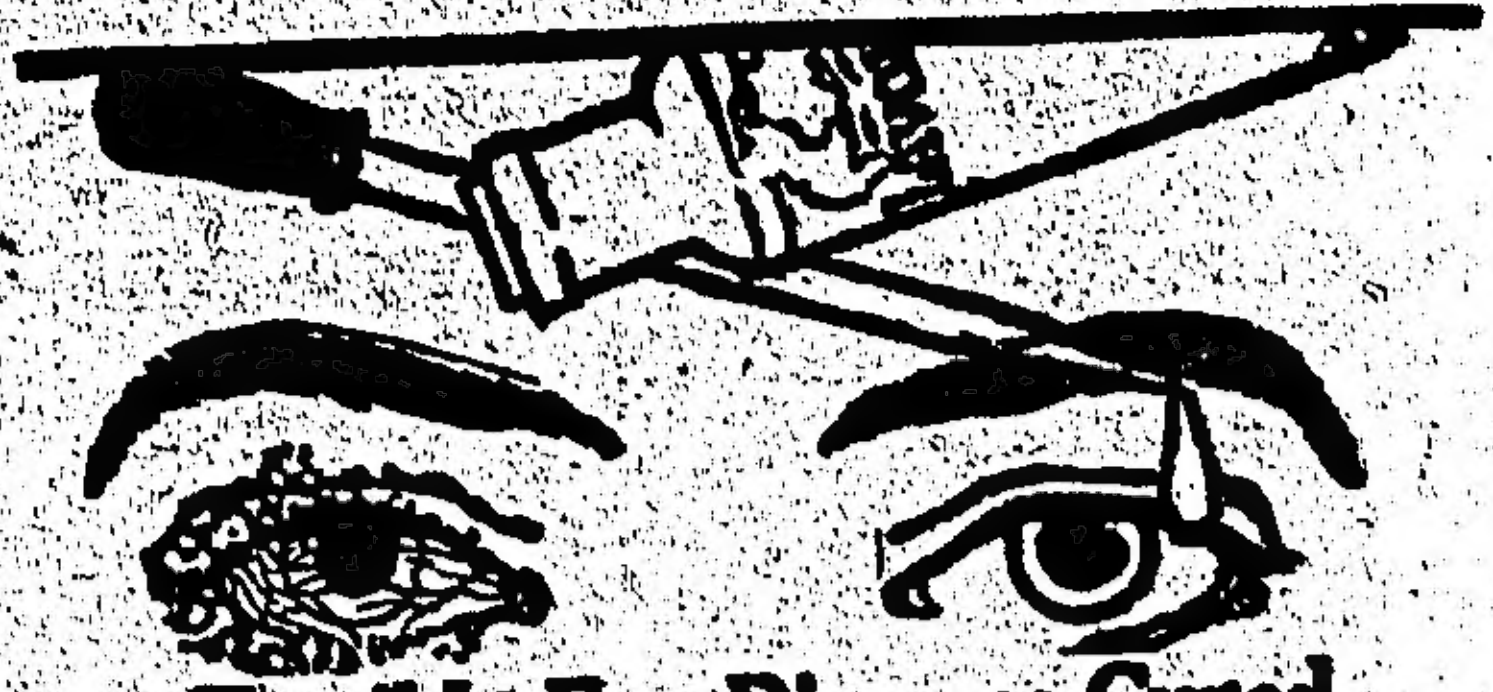
## WEDDING IN HONGKONG.

The wedding of Mr. A. T. Hamilton, Headmaster of the Satyring School, and Miss Mary King Tyre, youngest daughter of the late Mr. and Mrs. George Tyre of Lyons, Ayrshire, took place on Saturday at the Union Church. The bride was given away by Mr. T. O. Olliphant, and was attended by Mrs. Olliphant as matron of honour. Mr. J. Ralston was best man. A reception followed at the Hongkong Hotel. Mr. and Mrs. Hamilton are spending their honeymoon in Macao and Canton.

## NEW FERRY SERVICES.

The Gazette publishes regulations regarding Ferry Services between Victoria, Hung Hom, Kowloon City, Saiwanho, and Shaikwan, tenders also being asked for a licence for the exclusive maintenance of such services.

The schedule provides for a service not less than one departure every 45 minutes daily from each of the following piers between 5.15 a.m. and 6 p.m.:—The King Shian Wharf, Victoria; Hung Hom Ferry Wharf; Kowloon City Wharf; Shaikwan Wharf or Saiwanho Wharf.



## Terrible Eye Diseases Cured

When you look into eyes that are red, swollen, watery, you shudder and turn away. Do you know that there is a new discovery that makes diseased eyes healthy, a wonderful find.

## LAVOLHO

that will make your eyes strong with clear white surfaces. No redness, no discharging, no diseased lids. LAVOLHO, discovered by an American eye specialist, absolutely harmless to the most sensitive eyes. LAVOLHO cures itching, stops all itching, clears tired old eyes. Keep your eyes washed out with LAVOLHO and they will be your most beautiful feature.

For sale, complete with dropper, at all chemists' shops, druggists', etc.

D. D. D. Company, 38 Kiangse Road, Shanghai

1795



1781

## ROSE'S LIME JUICE

Prepared solely from pure Lime Juice and the finest refined sugar.

THE STANDARD FOR PURITY and EXCELLENCE.

Insist on having ROSE'S.

## Hotels in Japan & Manchuria

MEMBERS OF JAPAN HOTEL ASSOCIATION.

Average Rates for Single Rooms (without Bath) including meals  
Y10—12 in cities and some popular resorts.  
Y8—10 in country districts.

### IN JAPAN PROPER

Osaka (Nikko)	Kyoto	Nara	Shiratsuka
Chubu Hotel	Kyoto Hotel	Nara Hotel	Daitokuwan Hotel
Kamakura	Miyako Hotel	Nikko	Tokyo
Kashin Hotel	Matsumoto	Kanaya Hotel	Imperial Hotel
Kanazawa	Park Hotel	Nikko Hotel	Tokyo Station Hotel
Mikasa Hotel	Miyajima	Osaka	Tokyo Station Hotel
Kobe	Miyajima Hotel	Shimonoseki	Yokohama
Oriental Hotel	Miyajima Hotel	San-jo Hotel	Grand Hotel
Yokohama Hotel			

### IN TAIWAN (FORMOSA)

Taipei — Taiwan Railway Hotel

IN CHOSUN	IN MANCHURIA
Kaijo (Seoul)	Changchun
Chosen Hotel	Yamato Hotel
Fusan	Dairen
Fusan Station Hotel	Yamato Hotel
Shingai Station Hotel	Yamato Hotel
	Hotel (Maklen)
	Yamato Hotel
	Ryokun (Port Arthur)
	Yamato Hotel

For 120 page handy guide book and information, please apply to Offices of JAPAN TOURIST BUREAU, THOS. COOK & SON, or AMERICAN EXPRESS CO., or SECRETARY OF THE ASSOCIATION, c/o Traffic Bureau, Government Railway, Tokyo.

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## ASAHI BEER



SOLE AGENTS

DAI NIPPON BREWERY COMPANY LIMITED  
MITSU BUBSAN KAISHA

## A Genuine Remedy for INDIGESTION

Messrs. Savory & Moore, Chemists to The King of New Bond Street, London, recommend Dr. Jenner's Absorbent Lozenges, of which they are the sole manufacturers, as a safe and reliable remedy for Heartburn, Flatulence, Acidity, and Digestive Disorders. The Lozenges are pleasant to take, quite harmless, and give speedy and permanent relief, even in the most stubborn cases.

### TESTIMONY.

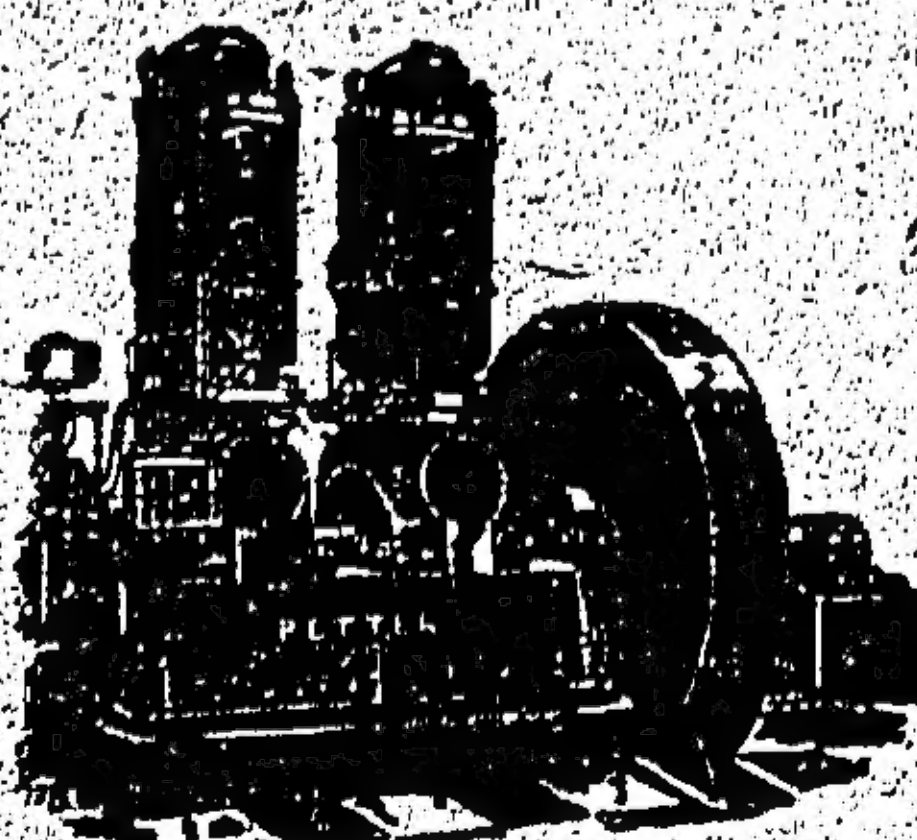
INDIGESTION.—"Dr. Jenner's Absorbent Lozenges are the very best remedy I have been able to get. I have tried everything I have seen advertised, but nothing has done me any good. I dreaded to eat anything, but now the Lozenges have the desired effect. I cannot praise them highly enough."

FLATULENCE.—"I am delighted to state that they are truly magical in their effect. All symptoms of flatulence, fluffed cheeks, etc., after meals are now at once dispersed, also the oppressive feeling of bloating."

SOLE MANUFACTURERS:  
SAVORY & MOORE, Ltd., Chemists to The King,  
New Bond Street, London.

DR. JENNER'S  
ABSORBENT LOZENGES

## VICKERS-PETTER SEMI-DIESEL CRUDE OIL ENGINES



SIMPLICITY—  
RELIABILITY—  
ECONOMY  
A STANDARD SERIES.  
FOR WORKING ON CRUDE  
RESIDUAL OILS OR REFINED  
PETROLEUM MANUFACTURED  
FOR BOTH MARINE AND LAND  
USE FROM

100 H.P. VICKERS-PETTER  
SEMI-DIESEL LAND TYPE ENGINE. 10 TO 450 H.P.

For further particulars apply to—  
WM. C JACK & CO. LTD.

14, DES VIGUE ROAD CENTRAL, HONGKONG,  
SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.







## SHIPPING NEWS

## ARRIVALS

November 19th.  
*Cadogan*, American str., 1,789 tons, Capt. Zwaal, from Tourane, with a general cargo.—Pacific Mail.  
*Kan Ying Fat*, Chinese str., 415 tons, Capt. Norouha, from Haiphong, with a general cargo.—Globe Navigation Co.  
*Kwong Kee*, Chinese str., 1,408 tons, Capt. J. W. Newberry, from Shanghai, with a general cargo.—C.M.S.N. Co.  
*Poulet*, Chinese str., 314 tons, Capt. Loung Hing, from Haiphong, with a cargo of coal.—Hing Shun.  
*Saua Sing*, Chinese str., 297 tons, Capt. de Souza, from K. C. Wao, with a general cargo.—Po On.  
*Siam Maru*, Japanese str., 4,383 tons, Capt. Koudow, from Moji, with a general cargo.—O.S.K.  
*Telemachus*, British str., 4,301 tons, Capt. McHutchon, from New York, with a general cargo.—B. & S.  
 November 20th.  
*Bendoran*, British str., 2,537 tons, Capt. Calhoy, from London, with a general cargo.—Gibb Livingstone.  
*Colorado Spring*, American str., 5,435 tons, Capt. Armstrong, from Shanghai, with a general cargo.—Struthers and Dixon.  
*Fukuri Maru*, Japanese str., 297 tons, Capt. Yoshizawa, from Kobe, with a general cargo.—Kempira.  
*Hydruntia*, British str., 561 tons, Capt. Drummond, from Swatow, with a general cargo.—Chin On Co.  
*Lake Park*, American str., 1,609 tons, Capt. Bahr, from Singapore, with a general cargo.—Pacific Mail.  
*Lok Sang*, British str., 918 tons, Capt. Matlock, from Haiphong, with a general cargo.—J.M. & C.  
*Mogami Maru*, Japanese str., 1,336 tons, Capt. Iwano, from Wakanausa, with a cargo of coal.—M.B.K.  
*Ningchow*, Chinese str., 313 tons, Capt. Kwok Shan, from Haiphong, with a general cargo.—Eastern N. Co.  
*Taioune*, French str., 681 tons, Capt. Levaillant, from Saigon, with a cargo of rice.—Yuen Shing Fat.  
 November 21st.  
*Atreus*, British str., 4,235 tons, Capt. Wil. Hamson, from Shanghai, with a general cargo.—B. & S.  
*Orrester*, British str., 3,008 tons, Capt. Wilson, from Singapore, with a general cargo.—J.M. & C.  
*Heiching*, British str., 1,267 tons, Capt. Stewart, from Swatow, with a general cargo.—Douglas S.S. Co.  
*Pacific*, Danish str., 737 tons, Capt. Christensen, from Shanghai.—Q.N. Tel. Co.  
*Pha Wang*, British str., 1,022 tons, Capt. Hanney, from Swatow, in ballast.—Carmichael and Clarke.  
*Wing Sang*, British str., 1,517 tons, Capt. Jowitt, from Wuhu, with a cargo of rice.—J.M. & C.

## SHIPPING MOVEMENTS.

The *s.s. Methuen* arrived at Shanghai on November 19th, leaves there on November 23rd, and is due at Hongkong on November 26th.  
 The *N.Y.K. s.s. Aki Maru* (Australian line) left Nagasaki for this port on November 19th, and is expected here on November 27th.  
 The *N.Y.K. s.s. Inaba Maru* (European line) left Kobe for this port via Moji and Shanghai on November 19th, and is expected here on November 28th.  
 The *N.Y.K. s.s. Nagano Maru* (Calcutta line) left Singapore for this port on November 19th, and is expected here on November 28th.  
 The *T.K.K. s.s. Seijo Maru* arrived at Yokohama on the 19th inst., and sails on the 23rd inst. for Honolulu, San Francisco and South America.

## SHIPS REFLOATED AND BROUGHT TO HONGKONG.

The United States shipping Board vessels, the *Cadogan* which went ashore recently in Tourane Bay and the *Laki Frank* which ran on a reef off the Parabeli have been refloated and arrived in Hongkong on Saturday. Both vessels are to be dry docked to-day for a thorough examination.

## VESSELS EXPECTED.

*Atreus Maru* (European line), due Nov. 23rd.  
*Bendong Maru* (Calcutta line), due Nov. 23rd.  
*Nagano Maru* (Calcutta line), due Nov. 24th.  
*Orrester* (Blue Funnel line), due Nov. 23rd.  
*Persia Maru*, due Nov. 24th.  
*Rangoon Maru* (Calcutta line), due Dec. 7th.  
*Shangai Maru* (Calcutta line), due Nov. 24th.  
*Tokushima Maru* (Liverpool line), due Dec. 13th.  
*Trishima Maru* (Hamburg line), due Dec. 5th.

## WEATHER REPORT.

November 21st, at 12.10.—No returns from Japan.  
 Pressure has increased moderately over N. and E. China, and slightly over S. China; it has decreased slightly over N. Annam and moderately over Annam and N. Borneo.  
 The anti-cyclone has moved north-eastwards.

A depression has formed N.W. of Borneo and was situated at 6 a.m., to-day in about Lat. 7 deg. N. Long. 113 deg. E., probably moving N.W.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 105.86 inches against an average of 81.67 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast
Hongkong to Gap Rock	N.E. winds, moderate to fresh; fine, cloudy.
Formosa Channel	N.E. winds, fresh.
South coast of China between Hongkong and Lamoo	The same as Hongkong and Lamoo. No. 1.
South coast of China between Hongkong and Hainan	The same as Hongkong and Hainan. No. 1.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 21st.

	Previous Day at 3 p.m.	On Date at 6 a.m.	On Date at 2 a.m.
Barometer	29.82	30.03	29.96
Temperature	77	68	73
Humidity	81	77	87
Wind Direction	North	calm	East
Force	0	0	4
Weather	b	o	b
Rain	—	—	—

Highest open-air Temperature on 20th... 79  
 Lowest open-air Temperature on 21st... 65

## SUNRISE AND SUNSET.

Date	Sunrise	Sunset
November 22nd	6.41	5.33
" 23rd	6.39	5.33
" 24th	6.38	5.33
" 25th	6.37	5.33
" 26th	6.36	5.33
" 27th	6.35	5.33
" 28th	6.34	5.33
" 29th	6.33	5.33
" 30th	6.32	5.33
December 1st	6.31	5.33

**VETARZO**  
 DR. LE CLERC'S  
 VETERINARY SURGEON  
 111, CANNING ROAD, HONGKONG.

**SHIPBUILDERS  
 SHIP REPAIRERS.  
 BOILER MAKERS.  
 FORGE MASTERS.  
 OXY-ACETYLENE &  
 ELECTRIC WELDERS.  
 MECHANICAL &  
 ELECTRIC  
 ENGINEERS.**

**TAIKOO DOCKYARD & ENGINEERING COMPANY  
 OF HONGKONG, LIMITED.**

## —DRY DOCK—

Length 767 Feet.  
 Length on Blocks 750 Ft.  
 Depth on Centre of Sill (H.W.O.S.T.) 32 ft. 6 ins.

## —THREE SLIPWAYS—

Capable of Handling Ships Up to 3,000 Tons Displacement.  
 Electric Crane at Sea Wall, Capable of Lifting 100-Tons at 70 Feet Radius.

**BUTTERFIELD & SWIRE.**

TEL. ADDRESS: "TAIKOO DOCK" HONGKONG. AGENTS.  
 TELEPHONE No. 212. HONGKONG, CHINA & JAPAN.  
 CALL FLAG: "C" OVER AIR FREIGHT.

## C P O S

## SAILINGS

## HONGKONG TO VANCOUVER

Ship	From	Dec.	Jan.
EMPEROR OF RUSSIA	Hongkong	16	3
EMPEROR OF RUSSIA	Hongkong	21	8
EMPEROR OF RUSSIA	Hongkong	26	13
EMPEROR OF RUSSIA	Hongkong	31	18
EMPEROR OF RUSSIA	Hongkong	5	23
EMPEROR OF RUSSIA	Hongkong	10	28
EMPEROR OF RUSSIA	Hongkong	15	3
EMPEROR OF RUSSIA	Hongkong	20	8
EMPEROR OF RUSSIA	Hongkong	25	13
EMPEROR OF RUSSIA	Hongkong	30	18

Passengers to Europe are generally urged to determine the exact date of the Atlantic sailing desired, and to book in advance as far as possible, their departure from the Orient. The conditions on the Atlantic are as follows:—  
 1. Atlantic sailings can be arranged as follows:—  
 a. Direct to Europe.  
 b. Direct to Europe via the Cape of Good Hope.  
 c. Direct to Europe via the Cape of Good Hope and the Suez Canal.  
 d. Direct to Europe via the Cape of Good Hope and the Suez Canal and the Red Sea.  
 e. Direct to Europe via the Cape of Good Hope and the Suez Canal and the Red Sea and the Persian Gulf.  
 f. Direct to Europe via the Cape of Good Hope and the Suez Canal and the Red Sea and the Persian Gulf and the Indian Ocean.  
 g. Direct to Europe via the Cape of Good Hope and the Suez Canal and the Red Sea and the Persian Gulf and the Indian Ocean and the Pacific Ocean.  
 h. Direct to Europe via the Cape of Good Hope and the Suez Canal and the Red Sea and the Persian Gulf and the Indian Ocean and the Pacific Ocean and the Atlantic Ocean.  
 i. Direct to Europe via the Cape of Good Hope and the Suez Canal and the Red Sea and the Persian Gulf and the Indian Ocean and the Pacific Ocean and the Atlantic Ocean and the Indian Ocean.  
 j. Direct to Europe via the Cape of Good Hope and the Suez Canal and the Red Sea and the Persian Gulf and the Indian Ocean and the Pacific Ocean and the Atlantic Ocean and the Indian Ocean and the Pacific Ocean.

For further information apply to  
**HONGKONG OFFICE**  
 CANADIAN PACIFIC OCEAN SERVICES  
 Telephone 121. Cable address: "CANPAC"

## JAVA-CHINA-JAPAN LYN.

REGULAR FORTNIGHTLY SERVICE BETWEEN  
 JAVA, CHINA AND JAPAN.

Ship	From	Expected On or About	Will Leave On or About	For
CHILDAR	—	—	25th Nov.	JAVA
TJILEBOET	JAVA	30th Nov.	8th Dec.	JAPAN

\* Wireless Telegraphy.  
 The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers.  
 All steamers carry a fully qualified surgeon.  
 Cargo taken at through rates to all ports in Netherlands India and Australia.  
 For Particulars of Freight and Passage apply to the  
**JAVA-CHINA-JAPAN LYN.**  
 York Building First Floor. Telephone No. 1874.

## VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ

(United Netherlands Navigation Company).  
**HOLLAND-OOST AZIE LIJN**  
 (Holland East Asia Line)  
 (Members of the Straits, China and Japan Conferences).

Regular monthly service between  
**JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA**

AND  
**AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN.**

Sailings subject to alterations.  
 Loading 40. For Sailing on or about  
 "KANGKAN" ... December ... AMSTERDAM & HAMBURG ... 3rd Dec.  
 "ALCHIBA" ... December ... ROTTERDAM & HAMBURG ... 20th Dec.  
 "BORNEO" ... January ... AMSTERDAM & HAMBURG ... 21st Jan.  
 For full particulars please apply to—

**JAVA-CHINA-JAPAN LYN.**  
 General Agents, York Building.  
 Tel. No. 184.

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.  
**"NANKING" "CHINA" "NILE"**  
 15,000 tons 10,500 tons 11,000 tons  
 SAILINGS FROM HONGKONG FOR

**SAN FRANCISCO**  
 VIA SHANGHAI, JAPAN PORTS AND HONOLULU  
**"NANKING" "CHINA" "NILE"**  
 Jan. 12th, 1921 Dec. 4th, Jan. 25th, 1921

An unsurpassed high-class passenger service.  
 C. T. SUBRIDGE, Acting Freight and Passenger Agent,  
 Prince's Buildings, Lee House Street,  
 Telephone, Passenger Dept. 1934. Telephone, Freight Dept. and Agent 2161.

## CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.  
**"VICTORIA"** December 5th.

For Freight and Passage apply to—  
**THE CHINA & AUSTRALIA S.S. CO., LTD.**  
 Agents, 111, Canning Road Central.

## DOEWELL &amp; COMPANY, LD.

STEAMSHIP SERVICES  
 Regular Sailings to  
**NEW YORK & BOSTON**

via Suez or Panama Canal at Owners' Option.  
**S.S. "MUNCASTER CASTLE"** on or about 23rd November.  
**LLOYD TRIESTINO**

For SHANGHAI  
**S.S. "NIPPON"** on or about 2nd December.  
**BRINDISI, VENICE & TRIESTE.**  
 Taking Cargo on through Bills of Lading for LEVANT, RED SEA & DANUBE

**SINGAPORE, PENANG & COLOMBO**  
**S.S. "PERBA"** on or about 15th December.  
 Passengers' Luggage can be insured at the Office of the Agents.

**NANYO YUSEN KAISHA, Ltd.**  
 (SOUTH SEA MAIL S.S. CO.)  
 Regular Services between

**JAPAN, HONGKONG & JAVA.**  
 For JAPAN  
**S.S. "BORNEO MARU"** sailing on or about 27th Nov.  
 For JAVA  
**S.S. "HUKUTO MARU"** sailing on or about 13th Dec.

**OCEAN TRANSPORT Co., Ltd.**  
 (TAIYO KAIUN KAISHA)  
 Steamship Service Trans-Pacific.  
 Also to Australia, Europe, etc.

**NATAL LINE OF STEAMERS.**  
 TAKING Cargo on through Bills of Lading for SOUTH AFRICAN PORTS  
 with transhipment at CAPE TOWN.  
 In conjunction with the  
**UNDO CHINA STEAM NAVIGATION CO., LTD.**  
 AND APCAR LINES.  
 For Freight or Passage on any of the above lines apply to—  
**DOEWELL & CO., LTD.**  
 Agents

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**N. Y. K.**  
**NIPPON YUSEN KAISHA**  
 SAILINGS FROM HONGKONG TO ALGERIA.

**SEATTLE & VICTORIA** via Manila, Shanghai & Japan ports.  
 Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

**TOYOHASHI MARU** (calling Vancouver) ... Friday, 26th Nov., at 11 a.m.  
**FUJIMI MARU** (omitting Manila) ... Tuesday, 14th Dec., at 11 a.m.  
**KATORI MARU** ... Tuesday, 28th Dec., at 11 a.m.  
**KASHIMA MARU** (omitting Manila) ... Wednesday, 29th Jan., at 11 a.m.

**LONDON & ANTWERP** via Singapore, Penang, Colombo, Suez.  
 Port Said and Marseilles.  
**INABA MARU** ... Monday, 29th Nov., at 11 a.m.  
**KAMO MARU** ... Friday, 10th Dec., at 11 a.m.  
**ITO MARU** ... Friday, 24th Dec., at 11 a.m.

**HAMBURG, LONDON & ROTTERDAM** via Suez.  
**LIMA MARU** ... Saturday, 4th December.

**LIVERPOOL & MARSEILLES** via Suez.  
**KAMAKURA MARU** sailing from Singapore End of November.

**MELBOURNE & SYDNEY** via Manila, Zamboanga, Thursday.  
 Inland, Townsville & Brisbane.  
**AKI MARU** ... Wednesday, 24th Nov., at 11 a.m.  
**TANGO MARU** ... Wednesday, 22nd Dec., at 11 a.m.

**NEW YORK** via Manila, Java, Straits & Suez.

**SOUTH AMERICAN PORTS** via CAPE.  
**HAOKATE MARU** sailing from Singapore Thursday, 8th Dec.  
**BOMBAY & COLOMBO** via Singapore.  
**TENSHIN MARU** ... Sunday, 28th Nov.

**CALCUTTA & BANGALORE** via Singapore & Penang.  
**BOMBAY MARU** ... Wednesday, 24th November.  
**TAKEYO MARU** ... Saturday, 4th December

**JAPAN PORTS**—Nagasaki, Kobe & Yokohama.  
**SHIKO MARU** ... Saturday, 18th Dec., at 11 a.m.  
**SHANGHAI, KOBE & YOKOHAMA.**  
**SHINZUI MARU** ... Thursday, 25th November.  
**ATSUTA MARU** ... Saturday, 27th Nov., at 11 a.m.  
**NAGANO MARU** ... Saturday, 27th November.  
**SHIDZUKA MARU** ... Friday, 10th Dec., at 11 a.m.

For further information apply to— **NIPPON YUSEN KAISHA**.  
 Telephone Nos. 292 & 293. S. YASUDA, Manager.

## SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

**S.S. "SURUGA"** ... about 12th Dec.

For freight space and particulars apply to—

**BARBER STEAMSHIP LINES, INC.**  
**THE ADMIRAL LINE.**

TELEPHONE AGENTS 5th Floor  
 2477 & 2479. HOTEL MAYFAIR 1774



## AMERICAN &amp; ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

## ORIENTAL AFRICAN LINE.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BELRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE LTD.  
Managing Agent.

## "ELLERMAN" LINE.

ELLERMAN &amp; BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON &amp; ROTTERDAM ... "BLOEMFONTEIN" ... 23th Nov.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to ERNE &amp; CO., CANTON.

THE BANK LINE LTD.  
General Agents.

## C. N. C.

## CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SWATOW and BANGKOK	"YUECHOW"	On 29th Nov. Flight
ILIOLO	"LUCHOW"	On 29th Nov. 10 A.M.
MOY, SHANGHAI & FUKOW	"YUNFAN"	On 29th Nov. 4 P.M.
BOHOU, PAKHOI & HAIPHONG	"SHANTUNG"	On 29th Nov. 4 P.M.
SHANGHAI	"KAIKONG"	On 14th Nov. 11 A.M.
SHANGHAI and TSINGTAO	"YINGCHOW"	On 29th Nov. 4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—

TELEPHONE 21.

BUTTERFIELD & SWIRE.  
Agents.

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

## SWATOW, AMOY &amp; FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAICHONG"	—	Capt. A. H. Stewart	TUESDAY, 29th Nov., at 12 Noon.
"HAICHONG"	—	Capt. W. C. Passmore	FRIDAY, 1st Dec., at 12 Noon.
"HAICHONG"	—	Capt. J. S. Thomson	TUESDAY, 3rd Dec., at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,  
General Manager.

## LOS ANGELES PACIFIC NAVIGATION COMPANY

## TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers.

HONGKONG

LOS ANGELES, CALIFORNIA, U.S.A.

Due to Arrive

Due to Sail

S.S. WEST HIKI ... Dec. 8th ... Dec. 11th.

Through Bills of Lading to all U.S. and Canadian Overland Points no Transshipment en route. Shipside connection with the Baitake, Santa Fe and Southern Pacific Railroads.

Head Office—Los Angeles, Calif.  
Branch Office—Kobe, Shanghai.  
Mandarin, Singapore.

CHAS. E. RICHARDSON  
General Agent for South China.

## P. &amp; O. - BRITISH INDIA.

## APCAR AND EASTERN &amp;

## AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND)

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CHYLOM, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"NELLORE"	6,853	28th Nov.	Marseilles, London & Antwerp
"SOMALI"	6,719	10th Dec.	do
"DIVER"	6,400	15th Dec.	Singapore, Colombo & Bombay.
"DEVANHA"	8,100	17th Dec.	Marseilles, London & Antwerp
"SICILIA"	8,708	21st Dec.	Marseilles, London & Antwerp
"PLASSY"	7,248	21st Jan. 1931	Marseilles, London & Antwerp
"DELTA"	8,000	4th Feb.	do
"KEITA"	9,000	18th Feb.	do

## BRITISH INDIA - APCAR SAILINGS (South)

"JAPAN" 8,000 | 28th Nov. Noon. | Calcutta via Spore, Pang &amp; B.

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

S.S.	Tons	1st Dec.	2nd Dec.
"KANOWNA"	7,400	1st Dec.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4,500	2nd Dec.	

## SAILINGS TO SHANGHAI &amp; JAPAN

S.S.	Tons	30th Nov.	4th Dec.	5th Dec.	8th Dec.
"DUNERA"	5,400	30th Nov.	Shanghai Only		
"ST. ALBANS"	4,500	4th Dec.	Japan direct.		
"SICILIA"	7,000	5th Dec.	Shanghai & Japan.		
"TANDA"	7,000	8th Dec.	Shanghai & Japan.		

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

Tickets Interchangeable. 1st Saloon Passengers may travel by R.M.S. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo. All Cabins are fitted with Electric Fans free of charge. Steamers and sailing dates are liable to be cancelled or altered without notice. Parcels Measuring not more than 3ft. x 2ft. x 1ft. will be received at the Company's Office up to Noon on the day previous to sailing.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Gooden & Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to  
MACKINNON, MACKENZIE & CO.  
Agents.  
11, Des Voeux Road Central, HONGKONG

## O. S. K.

## OSAKA SHOSEN KAISHA.

## SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG—Monthly direct service via Singapore and Port Said.

"HAWANA MARU" ... Sunday, 8th Dec.

Call Marseilles.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS

DURBAN &amp; CAPE TOWN via SINGAPORE.

"TACOMA MARU" ... Tuesday, 5th Dec.

Taking Passengers.

Omit Marseilles.

BOMBAY &amp; COLOMBO—Regular fortnightly service via Singapore.

SAIGON, BANGKOK &amp; SINGAPORE—Regular monthly service.

"YUNAN MARU" ... Thursday, 5th Dec.

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA

Ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Wednesday, 25th Nov.

"ALABAMA MARU" ... Saturday, 11th Dec.

Omit Manila.

(Taking Passengers)

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"AMUR MARU" ... 27th Jan. 1931.

NEW ORLEANS LINE.

"SUMATRA MARU" ... Beginning of Dec.

JAPAN PORTS—Shanghai, Moji, Kobe &amp; Yokohama.

"HAYES MARU" ... Monday, 2nd Nov.

KEELUNG via SWATOW &amp; AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

TAKAO via SWATOW &amp; AMOY.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building. [31]

Tel. Nos. 744 &amp; 745.

## AUSTRALIAN ORIENTAL LINE.

## HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia Lv. Hongkong for Australia

"CHANGSHA" ... 7th Dec. ... 19th Dec.

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand &amp; Tasmanian Ports. For Freight and passage apply to— BUTTERFIELD &amp; SWIRE, Agents. [42]

## T. K. K. TOYO KISEN KAISHA

## HONGKONG TO SAN FRANCISCO

via SHANGHAI, THE INLAND SEA, JAPAN &amp; HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
SHUNYO MARU	22,000	Nov. 29th
YERMA MARU	20,000	Dec. 2nd
KORRA MARU	20,000	Dec. 17th
SIBERIA MARU	20,000	Dec. 31st
TENYO MARU	22,000	Jan. 13th

## SOUTH AMERICAN LINE

## HONGKONG TO VALPARAISO

via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALD

OBU, BALBOA, CALLAO, MOLLEND, ARICA &amp; IQUIQUE.

THROUGH BY TRANS-AMERICAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
TOKUYO MARU (Cargo only)	—	Dec. 9th.
KIYO MARU	17,900	Jan. 10th, 1931.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager,

King's Building. Tel. Nos. 2374 &amp; 2375.

Agents at Canton:

Messrs. T. E. GRIFFITH, LTD.

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## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

## SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS & DEPARTURES	SAILING DATES
SHANGHAI, KORE & YOKOHAMA	"AMAZONE" ... 10000	On or about 29th Nov
	"ANDRE LEBON" ... 22,000	On or about 13th Dec

MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DUBOUL, PORT SAID	"CORDILLERE" ...	On or about 27th Nov
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSCH.

Telephone 740.

Acting Agent, Queen's Building.



## TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, &amp; VANCOUVER

(Calling at Shanghai and Kobe).

"CITY OF SPOKANE" ... About Nov. 25th.

For PORTLAND direct.

(Calling at Kobe and Yokohama).

"COAXET" ... About Nov. 30th.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to—

## THE ADMIRAL LINE.

Telephone 2477 &amp; 2478.

11th Floor, Hotel Manxton.

## PACIFIC MAIL S.S. CO.

## U.S. MAIL LINE

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" &amp; "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,

via SHANGHAI, KOBE, YOKOHAMA &amp; HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

U.S. SHIPPING BOARD VESSEL

FOR SAN FRANCISCO.

## SHANGHAI-HONGKONG-CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Genoa and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.

Hotel Manxton

Cable Address "SCLARO"

Telephone 141.



## POST OFFICE NOTICE

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAILS.

FROM	PER	DATE
SHANGHAI	Sinkiang	22nd Nov.
JAPAN	Ali Maru	23rd Nov.
STRAITS and CALOUTTA	Bombay Maru	23rd Nov.
STRAITS and CALOUTTA	Kyushu Maru	24th Nov.
STRAITS and CALOUTTA	Shimizu Maru	24th Nov.
EUROPE (via Nagasaki)	Fooking	24th Nov.
STRAITS	Alula Maru	24th Nov.
JAPAN and SHANGHAI	Indo Maru	25th Nov.

## OUTWARD MAILS.

FOR	PER	DATE
Shanghai and North China	Tokyo Maru	Monday, 22nd, 9.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India, via Dhanushkoti, Egypt & EUROPE via SUEZ	Alula	Monday, 22nd, 1.45 P.M.
The Parcel Mail will be closed on Saturday, 20th Nov., at 5 P.M.		Letters 2.30 P.M.
SWANOW	Hydrangea	Monday, 22nd, 4.00 P.M.
Philippine Islands	Taihybus	Monday, 22nd, 5.00 P.M.
Holbow and Haiphong	Phranang	Monday, 22nd, 5.00 P.M.

\* Correspondence bearing vessel's name only.

## THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

## LONDON SERVICE

"ATREUS"	22ND NOV. London, Amsterdam & Antwerp.
"ELPENOR"	26TH NOV. London, Amsterdam & Hamburg.
"THESEUS"	10TH DEC. London, Amsterdam & Antwerp.
"PYRRHUS"	21ST DEC. London, Amsterdam & Antwerp.
"RHESUS"	4TH JAN. London, Amsterdam & Hamburg.

## LIVERPOOL SERVICE

"ANTIOCHUS"	25TH NOV. Genoa, M's'les, L'pool, & Glasgow.
"TELEMACHUS"	10TH DEC. Havre & Liverpool.
"ORESTES"	22ND DEC. Liverpool.
"DEMODOCUS"	24TH DEC. Genoa, Liverpool & Glasgow.

## PACIFIC SERVICE

"TALTHYBUS"	7TH DEC. } Victoria, Seattle, Tacoma & Vancouver.
"TYNDAREUS"	30TH DEC. }
"TEUCER"	25TH JAN. }

## NEW YORK SERVICE

"LAOMEDON"	13TH JAN. via Suez.
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## HOMEWARD PASSENGER SERVICE

"PYRRHUS"	21ST DEC. for London direct.
"ANCHISES"	1ST FEB. for Liverpool direct.
"MENTOR"	22ND FEB. for London direct.

FOR FREIGHT AND ALL INFORMATION APPLY TO—

ROUTERFIELD & SWIRE, AGENTS.

## NEW YORK DIRECT

Joint Service of the  
"BLUE FUNNEL" LINE  
OCEAN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.  
AND  
AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

## Sailings from Hongkong.

"CITY OF AGRA"	via Panama	30th Dec.
"LAOMEDON"	via Suez	13th Jan.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to change without notice.

For freight and particulars apply to—

ROUTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.  
HONGKONG and CANTON. REES & CO., CANTON.

## ASIA BANKING CORPORATION

(AN AMERICAN BANK.)

Capital \$4,000,000	Surplus \$1,100,000	HEAD OFFICE: NEW YORK, U.S.A.
BRANCHES:		
SHANGHAI	TIENTSIN	MANILA
HANKOW	CANTON	CHANGSHA
	PEKING	

All descriptions of banking business transacted.

Interest allowed on Current Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or France.

American Bankers Association and Guaranty Trust Company of New York Travellers Cheques, Sold by us.  
Payable Throughout the World.

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VERNE CLAIR,  
Acting Manager.

COMMERCIAL  
OPENING QUOTATIONS.

November 22nd.	
On LONDON—	
Telegraphic Transfer	88 1/2
Bank Bills, on demand	88 1/2
Bank Bills, at 30 days sight	88 1/2
Bank Bills, at 4 months sight	88 1/2
Credit, at 4 months sight	88 1/2
Documentary Bills, 4 months sight	10 1/2
On PARIS—	
Bank Bills, on demand	110 1/2
Credit, 4 months sight	110 1/2
On NEW YORK—	
Bank Bills, on demand	84 1/2
Credit, at 60 days sight	84 1/2
On BOMBAY—	
Telegraphic Transfer	nom.
Bank Bills, on demand	nom.
On CALCUTTA—	
Telegraphic Transfer	nom.
Bank Bills, on demand	nom.
On SHANGHAI—	
Bank Bills, at sight	nom.
Private, 30 days sight	nom.
On YOKOHAMA—	
On demand	134 1/2
On demand—FIVE	140 1/2
On demand—TEN	140 1/2
On demand—FIFTY	140 1/2
On demand—HUNDRED	140 1/2
On demand—ONE THOUSAND	140 1/2
On demand—FIVE THOUSAND	140 1/2
On demand—TEN THOUSAND	140 1/2
On demand—FIFTY THOUSAND	140 1/2
On demand—HUNDRED THOUSAND	140 1/2
On demand—ONE MILLION	140 1/2
On demand—FIVE MILLION	140 1/2
On demand—TEN MILLION	140 1/2
On demand—FIFTY MILLION	140 1/2
On demand—HUNDRED MILLION	140 1/2
On demand—ONE BILLION	140 1/2
On demand—FIVE BILLION	140 1/2
On demand—TEN BILLION	140 1/2
On demand—FIFTY BILLION	140 1/2
On demand—HUNDRED BILLION	140 1/2
On demand—ONE TRILLION	140 1/2
On demand—FIVE TRILLION	140 1/2
On demand—TEN TRILLION	140 1/2
On demand—FIFTY TRILLION	140 1/2
On demand—HUNDRED TRILLION	140 1/2
On demand—ONE QUADRILLION	140 1/2
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On demand—HUNDRED QUADRILLION	140 1/2
On demand—ONE SEPTILLION	140 1/2
On demand—FIVE SEPTILLION	140 1/2
On demand—TEN SEPTILLION	140 1/2
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On demand—FIVE OCTILLION	140 1/2
On demand—TEN OCTILLION	140 1/2
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On demand—HUNDRED UNDECILLION	140 1/2
On demand—ONE DUDECILLION	140 1/2
On demand—FIVE DUDECILLION	140 1/2
On demand—TEN DUDECILLION	140 1/2
On demand—FIFTY DUDECILLION	140 1/2
On demand—HUNDRED DUDECILLION	140 1/2
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